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INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

AKRON, CO

COLORADO PLAINS RGNL ..... **RNAV (GPS) Rwy 11**
NA when local weather not available.

ALAMOSA, CO

SAN LUIS VALLEY RGNL/ BERGMAN FIELD ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.

ALBUQUERQUE, NM

ALBUQUERQUE INTL SUNPORT ..... **VOR or TACAN Rwy 8**
Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾; Category E, 900-3.

CLAYTON, NM

CLAYTON MUNI AIRPARK ..... **NDB Rwy 2[1]**
NDB Rwy 20[2]
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½, Category D, 900-2¾.
[2]Category D, 800-2¼.

CLOVIS, NM

CLOVIS MUNI ..... **VOR Rwy 22,**800-2¼

COLORADO SPRINGS, CO

CITY OF COLORADO SPRINGS MUNI ..... **ILS or LOC Rwy 17L[1]**
ILS or LOC Rwy 35L[2]
ILS or LOC Rwy 35R[23]
NDB Rwy 35L[4]
RNAV (GPS) Rwy 17R[35]
RNAV (GPS) Rwy 35R[3]
[1]ILS, 700-2.
[2]ILS, Category D, 700-2.
[3]NA when local weather not available.
[4]Category E, 1000-3.
[5]Category C, 800-2¼; Category D, 800-2½.

NAME ALTERNATE MINIMUMS

CORTEZ, CO

CORTEZ MUNI ..... **RNAV (GPS) Y Rwy 21[1]**
RNAV (GPS) Z Rwy 21[2]
VOR Rwy 21[1]
[1]Category D, 900-3.
[2]Categories A, B, 1300-2; Categories C, D, 1300-3.

CRAIG, CO

CRAIG-MOFFAT ..... **VOR/DME Rwy 7[1]**
VOR Rwy 25[2]
[1]1300-3.
[2]1700-3.

DEMING, NM

DEMING MUNI ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 26
VOR Rwy 26
NA when local weather not available.

DENVER, CO

CENTENNIAL ..... **ILS or LOC Rwy 35R[1]**
NDB Rwy 35R[2]
RNAV (GPS) Rwy 28[34]
RNAV (GPS) Rwy 35R[14]
[1]Categories A,B, 900-2; Category C, 900-2½, Category D, 900-2¾.
[2]Categories A,B, 1000-2; Categories C,D, 1000-3.
[3]Category D, 800-2¼.
[4]NA when local weather not available.

DENVER, CO

DENVER INTL ..... **ILS or LOC Rwy 34L**
ILS, 700-2.

ROCKY MOUNTIAN METROPOLITAN ..... **ILS or LOC Rwy 29R**
VOR/DME Rwy 29L/R
NA when control tower closed.

NAME ALTERNATE MINIMUMS

DURANGO, CO

DURANGO-LA PLATA COUNTY ..... **VOR/DME Rwy 3**

NA when control zone not effective except for operators with approved weather reporting service.

EAGLE, CO

EAGLE COUNTY RGNL ..... **LDA/DME Rwy 25**

Categories A,B, 2100-2; Category C, 2100-3.
NA when control tower closed.
NA when local weather not available.

FARMINGTON, NM

FOUR CORNERS RGNL ..... **ILS or LOC Rwy 25[1,2]**
RNAV (GPS) Rwy 5[3]
RNAV (GPS) Rwy 7[3]
RNAV (GPS) Rwy 23[4]

[1]NA when control tower closed.
[2]ILS, Categories B,C,D, 700-2.
[3]NA when local weather not available.
[4]Category D, 800-2¼.

FORT COLLINS/LOVELAND, CO

FORT COLLINS-LOVELAND MUNI ..... **RNAV (GPS) Rwy 15**
RNAV (GPS) Rwy 33
VOR/DME-A

NA when local weather not available.

GALLUP, NM

GALLUP MUNI ..... **RNAV (GPS) Rwy 6[1,2]**
RNAV (GPS) Rwy 24[3]
VOR Rwy 6[1]

[1]Category C, 800-2¼; Category D, 900-3.
[2]NA when local weather not available.
[3]Category D, 900-3.

GRAND JUNCTION, CO

GRAND JUNCTION RGNL ..... **ILS or LOC Rwy 11[1]**
LDA/DME Rwy 29[2]
RNAV (GPS) Rwy 11[2]

[1]ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.

GREELEY, CO

GREELEY-WELD COUNTY ..... **ILS or LOC Rwy 34**
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 27
RNAV (GPS) Rwy 34
VOR or TACAN-A

NA when local weather not available.

NAME ALTERNATE MINIMUMS

GUNNISON, CO

GUNNISON-CRESTED BUTTE RGNL ..... **ILS or LOC Rwy 6[1]**
RNAV (RNP) Rwy 6, 800-2¼
VOR or GPS-A[2,3]

[1]ILS,LOC, Categories A, B, C, 1600-3.
[2]Categories A,B,C, 1700-3;Cat D, 2300-3.
[3]NA when local altimeter setting not available except for operators with approved weather reporting service.

HAYDEN, CO

YAMPA VALLEY ... **ILS or LOC/DME Y Rwy 10[1]**
RNAV (GPS) Y Rwy 10[1,2]
VOR/DME-B[2,3]

[1]Categories A, B, 1200-2; Categories C, D, 1200-3.
[2]NA when local weather not availalbe.
[3]Categories A, B, 1300-2; Categories C, D, 1300-3.

HOBBS, NM

LEA COUNTY RGNL ..... **ILS or LOC Rwy 3[1]**
LOC/DME BC Rwy 21[2]
RNAV (GPS) Rwy 3[3]
RNAV (GPS) Rwy 21[2]
RNAV (GPS) Rwy 30[2]
VOR/DME or TACAN Rwy 21[2]
VOR or TACAN Rwy 3[2]

[1]NA when control tower closed.
[2]NA when control tower closed, except standard for operators with approved weather reporting service.
[3]NA when local weather not available.

LA JUNTA, CO

LA JUNTA MUNI ..... **RNAV (GPS) Rwy 8**
RNAV (GPS) Rwy 26

NA when local weather not available.

LAMAR, CO

LAMAR MUNI ..... **RNAV (GPS) Rwy 18[1]**
RNAV (GPS) Rwy 36[2]
VOR Rwy 18[3]

[1]NA when local weather not available.
[2]Category D, 800-2¼.
[3]Category C, 900-2½, Category D, 900-2¾.

LAS VEGAS, NM

LAS VEGAS MUNI ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
RNAV (GPS) Rwy 32
VOR Rwy 2
VOR Rwy 20

NA when local weather not available.

NAME ALTERNATE MINIMUMS

MEEKER, CO

MEEKER ..... **RNAV (GPS) Rwy 3**
NA when local weather not available.
Categories A, B, 1500-2; Category C, 1500-3.

MONTROSE, CO

MONTROSE
RGNL ..... **ILS or LOC/DME Rwy 17**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 35
RNAV (GPS) Y Rwy 17
RNAV (GPS) Z Rwy 17
VOR/DME Rwy 13
Category C, 1000-2¾; Category D, 1000-3.

PAGOSA SPRINGS, CO

STEVENS FIELD ..... **RNAV (GPS)-A**
NA when local weather not available.

PORTALES, NM

PORTALES MUNI ..... **RNAV (GPS) Rwy 1**
Category D, 900-3.

PUEBLO, CO

PUEBLO MEMORIAL ..... **ILS or LOC Rwy 8L[13]**
ILS or LOC Rwy 26R[23]
RNAV (GPS) Rwy 8L[4]
RNAV (GPS) Rwy 26R[4]
VOR or TACAN Rwy 26R[3]
[1]ILS, Categories A,B,C,D, 700-2; Category E,1000-3. LOC, Category E, 1000-3.
[2]ILS, 700-2.
[3]NA when control tower closed.
[4]NA when local weather not available.

RATON, NM

RATON MUNICIPAL/
CREWS FIELD ..... **VOR/DME Rwy 2**
Categories A,B, 1400-2; Categories C,D, 1400-3.

NAME ALTERNATE MINIMUMS

RIFLE, CO

GARFIELD COUNTY
RGNL ..... **LOC/DME-A[123]**
ILS Rwy 26[234]
RNAV (GPS) Y Rwy 8[25]
RNAV (GPS) W Rwy 26[27]
RNAV (GPS) X Rwy 26[28]
RNAV (RNP) Y Rwy 26[26]
RNAV (RNP) Z Rwy 8[29]
RNAV (RNP) Z Rwy 26[2]
VOR/DME-C[5]
[1]Categories A,B, 2400-2; Category C,2400-3.
[2]NA when local weather not available.
[3]Not authorized 0200-1300Z.
[4]ILS, Categories A,B,C, 1300-4.
[5]Categories A,B, 1900-2; Category C, 1900-3.
[6]Categories A,B,C, 800-2¼.
[7]Categories A,B, 1700-2; Category C, 1700-3.
[8]Categories A,B,C, 900-2½.
[9]Categories A,B,C, 900-3.

ROSWELL, NM

ROSWELL
INTL AIR CENTER ..... **ILS Rwy 21[1]**
LOC BC Rwy 3[1]
RNAV (GPS) Rwy 3[2]
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 21[2]
RNAV (GPS) Rwy 35[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

SANTA FE, NM

SANTA FE MUNI ..... **ILS or LOC Rwy 2[12]**
VOR/DME-A[34]
VOR Rwy 33[34]
[1]NA when control tower closed.
[2]ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.
[4]NA when control tower closed except for operators with approved weather reporting service.

NAME ALTERNATE MINIMUMS

SILVER CITY, NM

GRANT COUNTY ..... **VOR-A**
VOR/DME-B
NA when Deming FSS closed.

TAOS, NM

TAOS REGIONAL ..... **VOR/DME-B**
Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

TELLURIDE, CO

TELLURIDE RGNL ..... **LOC/DME Rwy 9**
Categories A, B, 2300-2.

TRUTH OR CONSEQUENCES, NM

TRUTH OR CONSEQUENCES MUNI ..... **VOR-A**
Category D, 800-2¼.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

AKRON, CO

COLORADO PLAINS RGNL (AKO)
ORIG 09127 (FAA)

NOTE: **Rwy 11,** rod on obstruction light on anemometer 314' from DER, 525' left of centerline, 26' AGL/4695' MSL. Lights on hangers 412' from DER, 301' left of centerline, 18' AGL/4687' MSL. **Rwy 29,** vehicles on roadway beginning 971' from DER, 315' left of centerline, 15' AGL/4741' MSL. Trees beginning 1651' from DER, 528' left of centerline, up to 100' AGL/4839' MSL.

ALAMOGORDO, NM

ALAMOGORDO-WHITE SANDS RGNL

TAKE-OFF MINIMUMS: **Rwy 16,21,34,** NA

DEPARTURE PROCEDURE: Use CORONA ONE Departure.

ALAMOSA, CO

SAN LUIS VALLEY RGNL-BERGMAN FIELD

TAKE-OFF MINIMUMS: **Rwys 6, 24,** NA.

DEPARTURE PROCEDURE: **Rwy 2**, turn right. **Rwy 20,** turn left. Climb direct ALS VORTAC, continue climb in ALS VORTAC holding pattern (SE, right turns, 301° inbound) to depart ALS VORTAC at airway MEA/MCA, all others climb to 16000.

NAME TAKE-OFF MINIMUMS

ALBUQUERQUE, NM

ALBUQUERQUE INTL SUNPORT (ABQ)
AMDT 5 08157

TAKE-OFF MINIMUMS: **Rwy 3**, 200 - 1 or std. w/ min. climb of 240' per NM to 5600, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to departure end of rwy, **Rwy 8,** std. w/ min. climb of 515' per NM to 7800.

DEPARTURE PROCEDURE: **Rwys 3, 30, 35,** climbing left turn direct ABQ VORTAC. If required, continue cllmb in ABQ VORTAC holding pattern (hold west, left turn, 077° inbound) to cross ABQ VORTAC at or above MEA/MCA for route of flight. **Rwy 8,** climbing right turn direct ABQ VORTAC. If required, continue climb in ABQ VORTAC holding pattern (hold west, left turn, 077° inbound) to cross ABQ VORTAC at or above MEA/MCA for route of flight. (do not exceed 250 kts until ABQ VORTAC). **Rwys 12, 17, 21,** climbing right turn direct ABQ VORTAC. If required, continue climb in ABQ VORTAC holding pattern (hold west, left turn, 077° inbound) to cross ABQ VORTAC at or above MEA/MCA for route of flight. **Rwy 26,** climb direct ABQ VORTAC. If required, continue climb in ABQ VORTAC holding pattern (hold west,left turn, 077° inbound) to cross ABQ VORTAC at or above MEA/MCA for route of flight.

ALBUQUERQUE INTL SUNPORT (CON'T)

NOTE: **Rwy 3,** light 549' from departure end of runway, 575' right of centerline, 29' AGL/5344' MSL. Light 2109' from departure end of runway, 1001' left of centerline, 67' AGL/5382' MSL. Multiple tanks beginning 4962' from departure end of runway, 1708' left of centerline, up to 154' AGL/5469' MSL. **Rwy 12,** electrical equipment 36' from departure end of runway, 214' right of centerline, 20' AGL/5315' MSL. **Rwy 17,** light 114' from departure end of runway, 360' right of centerline, 19' AGL/5328' MSL. Pole 248' from departure end of runway, 423' left of centerline, 32' AGL/5321' MSL. **Rwy 21,** terrain beginning 23' from departure end of runway, 277' left to 291' right of centerline, up to 5319' MSL. **Rwy 30,** tower 1057' from departure end of runway, 743' right of centerline, 93' AGL/5393' MSL. **Rwy 35,** light on fence 106' from departure end of runway, 11' right of centerline, 11' AGL/5326' MSL. Sign 165' from departure end of runway, 140' left of centerline, 13' AGL/5328' MSL. Vehicles on road 215' from departure end of runway, from left to right of centerline, up to 15' AGL/5335' MSL. Multiple trees beginning 314' from departure end of runway, 53' left of centerline, up to 50' AGL/5367' MSL. Multiple trees beginning 329' from departure end of runway, 172' right of centerline, up to 50' AGL/5362' MSL. Tower 3208' from departure end of runway, 860' right of centerline, 100' AGL/5410' MSL.

DOUBLE EAGLE II (AEG)
AMDT 1 08045 (FAA)

DEPARTURE PROCEDURE: **Rwy 4 ,** climb heading 035° to 11700 before turning right, all others turn left on course. **Rwy 17,** climb heading 169° to 9400 before turning left, all others turn right on course. **Rwy 22,** climb heading 215° to 9100 before turning left, all others turn right on course. **Rwy 35 ,** climb heading 349° to 11000 before turning right, all others turn left on course.

NOTE: **Rwy 17,** antenna 64' from departure end of runway, 395' left of centerline, 8' AGL/ 5807' MSL. Tree 3482' from departure end of runway, 1409' right of centerline, 100' AGL/ 5919' MSL. **Rwy 35,** antenna 53' from departure end of runway, 405' right of centerline, 9' AGL/ 5808' MSL.

ANGEL FIRE, NM

ANGEL FIRE (AXX)
AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 17,** use ANEKE RNAV DEPARTURE.

ASPEN, CO

ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)
AMDT 8 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15,** NA-terrain.

DEPARTURE PROCEDURE: **Rwy 33,** use SARDD DEPARTURE.

BELEN, NM

ALEXANDER MUNI

TAKE-OFF MINIMUMS: **Rwys 3,21**, std. with min. climb of 326' per NM to 11700, or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3, 21**, for climb in visual conditions: cross Alexander Municipal Airport at or above 7500.

BUCKLEY AFB (KBKF)

AURORA, CO

Rwy 14, 700-1*

* Or standard with minimum climb of 240/NM to 5700.

TAKE-OFF OBSTACLES: Rwy 14: Rising Terrain 5685' to 5700' MSL 975'-1355' from departure end of rwy, 210'-270' right of centerline.

BUENA VISTA, CO

CENTRAL COLORADO RGNL

TAKE-OFF MINIMUMS: **Rwy 15,** std. with a min. climb of 400' per NM to 8200 then 340' per NM to 15500.
Rwy 33, NA-due to terrain.

DEPARTURE PROCEDURE: **Rwy 15,** use PUEBLO RNAV DEPARTURE. **Rwy 33,** NA-due to terrain.

NOTE: **Rwy 15,** tree 4468' from departure end of runway, 659' right of centerline, 60' AGL/8159' MSL.

BUTTS AAF (KFCS)

FORT CARSON, CO

. . . . . .Rwy 31, 400-1*

* Or standard with a minimum climb of 210/NM to 6100'.

Rwy 13 climbing left turn heading 080° within 1 mile.
Rwy 3l climbing right turn heading 80° within 1 mile.
All aircraft continue climb via hdg 080° until joining V-81.

CANNON AFB (KCVS),

CLOVIS, NM. . . . . .(07354 USAF)

DIVERSE DEPARTURES AUTHORIZED ALL RWYS

TAKE-OFF OBSTACLES: **Rwy 04**: Terrain 4304' MSL, 0' from DER, 25' to 222' right of centerline. Terrain 4305' MSL, 16' to 268' from DER, 500' left of centerline. Terrain 4329' MSL, 1124' from DER, 800' left of centerline.

Rwy 13: Terrain 4284' MSL, 0' to 409' from DER, 41' to 500' left of centerline. Terrain 4280' MSL, 66' to 528' from DER, 500' to 585' right of centerline.

Rwy 22: Terrain 4295' MSL, 0' to 538' from DER, 61' to 636' left of centerline. Terrain 4281' MSL, 66' from DER, 258' right of centerline.

Rwy 31: Terrain 4294' MSL, 0' from DER, 500' left of centerline. Terrain 4304' MSL, 370' from DER, 588' left of centerline. Power Pole 25' AGL/4357' MSL, 2517' from DER, 98' left of centerline. Terrain 4314' MSL, 197' to 317' from DER, 500' to 585' right of centerline.

CANON CITY, CO

FREMONT COUNTY

TAKE-OFF MINIMUMS: **Rwy 29,** 4600-2 or std. with a min. climb of 450' per NM to 10400.

DEPARTURE PROCEDURE: **Rwy 11,** climb runway heading. **Rwy 29,** turn left heading 115°.
All aircraft intercept and climb via PUB VORTAC R-262 (V244) PUB VORTAC before proceeding on course.

CLAYTON, NM

CLAYTON MUNI

TAKE-OFF MINIMUMS: **Rwy 30,** 1300-1 or std. with a min. climb of 244' per NM until 6700.

COLORADO SPRINGS, CO

CITY OF COLORADO SPRINGS MUNI

TAKE-OFF MINIMUMS: **Rwy 30**, 600-2 or std. with a min. climb of 220' per NM to 6900.

DEPARTURE PROCEDURE: **Rwys 12,17L,17R**, turn left. **Rwys 30,35L**,**35R,** turn right. **All aircraft** climb direct BRK VORTAC. Aircraft departing on BRK R-325 CW R-153 climb on course. Aircraft departing BRK R-154 CW R-324 climb in BRK holding pattern (NW, left turns, 154° inbound) to cross BRK VORTAC at or above 14000.

CORTEZ, CO

CORTEZ MUNI

TAKE-OFF MINIMUMS: **Rwy 3,** 300-2 or std. w/ min. climb of 220' per NM to 6300. **Rwy 21**, 1000-2.

DEPARTURE PROCEDURE: **Rwy 3**, left turn.
Rwy 21, right turn, climbing direct to CEZ VOR. Aircraft northwestbound V391 continue climb on course to 9800 or above; southeastbound V391, V211, and direct HBU VOR/DME, continue climb on R-295 to 8000, left climbing turn to recross CEZ VOR at or above 9400. Aircraft enroute HBU VOR/DME and able to climb 230' per NM to 15000 may climb on course (CEZ R-034) to 16300 or above.

NOTE: **Rwy 3,** tree 1.7 NM from departure end of runway, 2964' left of centerline, 6096 AGL/6196 MSL.

CRAIG, CO

CRAIG-MOFFAT

TAKE-OFF MINIMUMS: **Rwys 7,25**, 800-1¼, or std. with a min. climb of 400' per NM to 7000.

DEPARTURE PROCEDURE: **Rwys 7,25**, climb direct CHE VOR/DME and hold (W, right turns, 108° inbound) climbing to: aircraft departing CHE R-213 CW R-296 depart on course; all others continue climbing to cross CHE at or above; CHE R-076 CW R-114 10500, R-115 CW R-212 11300, and R-297 CW R-076 11300.

DEMING, NM

DEMING MUNI

TAKE-OFF MINIMUMS: **Rwy 4,** NA.

DEPARTURE PROCEDURE: WESTBOUND: **Rwy 8,** climbing left turn heading 214°; **Rwy 22,** climbing right turn heading 302°; **Rwy 26,** climbing right turn heading 275°; intercept DMN VORTAC R-258 then via V94 on course. EASTBOUND: **Rwy 8,** climb direct DMN VORTAC; **Rwys 22, 26,** climbing right turn direct DMN VORTAC; then via V94 on course. NORTHBOUND: **Rwy 8,** climb direct DMN VORTAC; **Rwys 22, 26,** climbing right turn direct DMN VORTAC; then via V110 on course.

DENVER, CO
CENTENNIAL (APA)
AMDT 4 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17L,** std. w/ min. climb of 253' per NM to 6900. **Rwy 17R,** std. w/ min. climb of 370' per NM to 6900.

DEPARTURE PROCEDURE: **Rwy 10,** when departing on course between 159° CCW to 330° from departure end of runway climb heading 100° to 6300. All other courses: climbing left turn heading 326° to intercept DEN VOR/DME R-191 to DEN VOR/DME, thence ... **Rwys 17L, 17R,** climb on a heading between 346° CW to 159° from departure end of runway. All other courses: climbing left turn heading 331° to intercept DEN VOR/DME R-196 to DEN VOR/DME, thence ... **Rwy 28,** climb on a heading between 330° CW to 100° from departure end of runway. All other courses: climbing right turn heading 072° to intercept DEN VOR/DME R-207 to DEN VOR/DME, thence ... **Rwy 35L**, climb on a heading between 330° CW to 159° from departure end of runway. All other courses: climb heading 346° to intercept DEN VOR/DME R-208 to DEN VOR/DME, thence ... **Rwy 35R,** climb on a heading between 330° CW to 159° from departure end of runway. All other courses: climb heading 347° to intercept DEN VOR/DME R-208 to DEN VOR/DME, thence ...

... Climb in DEN VOR/DME holding pattern (hold south, right turns, 340° inbound) to 16500 before proceeding on course.

NOTE: **Rwy 10,** terrain beginning 238' from departure end of runway, 30' right of centerline, up to 5859' MSL. Fences beginning 1211' from departure end of runway, 233' right of centerline, up to 8' AGL/5841' MSL. Multiple bushes beginning 1378' from departure end of runway,284' right of centerline, up to 6' AGL/5840' MSL. Multiple roads with vehicles beginning 198' from departure end of runway, 404' left of centerline, up to 15' AGL/5835' MSL. Terrain 1357' from departure end of runway, 253' left of centerline, 5829' MSL. **Rwy 17L,** multiple trees beginning 2968' from departure end of runway, 761' right of centerline, 100' AGL/5976' MSL. **Rwy 17R,** terrain 181' from departure end of runway, 496' right of centerline, 5887' MSL. Fence 538' from departure end of runway, 196' right of centerline, 8' AGL/5889' MSL. Multiple trees beginning 562' from departure end of runway, 61' right of centerline, up to 16' AGL/5976' MSL. Multiple light poles beginning 2362' from departure end of runway, 256' right of centerline, up to 30' AGL/ 5942' MSL. Vehicles on roads beginning 2812' from departure end of runway, on centerline, up to 17' AGL/5946' MSL. Obstruction light on building 3282' from departure end of runway, 842 feet right of centerline, 90' AGL/6021' MSL. **Rwy 28,** terrain beginning 89' from departure end of runway, from 513' left to 137' right of centerline, up to 5849' MSL. Windsock 100' from departure end of runway, 183'left of centerline, 15' AGL/5832' MSL. Multiple trees beginning 1640' from departure end of runway, 731' left of centerline, up to 100' AGL/5959' MSL. **Rwy 35L,** terrain beginning 54' from departure end of runway, 110' right of centerline, up to 5829' MSL.

DENVER, CO (CON'T)
DENVER INTL (DEN)
AMDT 2 08213 (FAA)

DEPARTURE PROCEDURE: **Rwy 7,** climb on a heading between 312° CW to 215° from departure end of runway. All other courses: climbing right turn, thence ... **Rwy 8,** climb on a heading between 307° CW to 218° from departure end of runway. All other courses: climbing right turn, thence ... **Rwys 16L, 16R,** climb on a heading between 210° CCW to 350° from departure end of runway. All other courses: climbing left turn, thence... **Rwys 17L, 17R,** climb on a heading between 219° CCW to 350° from departure end of runway. All other courses: climbing right turn, thence ... **Rwy 25,** climb on a heading between 314° CW to 080° or 203° CCW to 080° from departure end of runway. All other courses: climbing left turn, thence ... **Rwy 26,** climb on a heading between 310° CW to 080° or 216° CCW to 080° from departure end of runway. All other courses: climbing left turn, thence ... **Rwys 34L, 34R,** climb on a heading between 310° CW to 169° from departure end of runway. All other courses: climbing right turn, thence ... **Rwys 35L, 35R,** climb on a heading between 310° CW to 169° from departure end of runway. All other courses: climbing left turn, thence ...

. . .direct DEN VOR/DME, climb in DEN VOR/DME holding pattern (hold south, right turns, 340° inbound) to 16500 before proceeding on course.

NOTE: **Rwy 8,** multiple trees beginning 115' from departure end of runway, 444' right of centerline, up to 100' AGL/5389' MSL. **Rwy 16L,** tower 4722' from departure end of runway, 1359' left of centerline, 153' AGL/5473' MSL. Antenna on obstruction light tower 4746' from departure end of runway, 1358' left of centerline, 153' AGL/5473' MSL. **Rwy 17L,** multiple trees beginning 247' from departure end of runway, 543' right of centerline, up to 100' AGL/5489' MSL. **Rwy 17R,** multiple trees beginning 1457' from departure end of runway, 759' right of centerline, up to 100' AGL/5529' MSL. **Rwy 25,** multiple trees beginning 303' from departure end of runway, 557' right of centerline, up to 100' AGL/5439' MSL. **Rwy 34L,** multiple trees beginning 273' from departure end of runway, 537' right of centerline, up to 100' AGL/5399' MSL. **Rwy 34R,** multiple trees beginning 471' from departure end of runway, 580' right of centerline, up to 100' AGL/5449' MSL. **Rwy 35L,** terrain beginning 149' from departure end of runway, 34' right of centerline, up to 5414' MSL.

DENVER, CO (CON'T)

FRONT RANGE (FTG)
AMDT 2 08213 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb on a heading between 310° CW to 225° from departure end of runway. All other courses: climbing left turn,thence ... **Rwy 17,** climb on a heading between 350° CW to 226° from departure end of runway. All other courses: climbing right turn, thence ... **Rwy 26,** climb on a heading between 311° CW to 080° or between 224° CCW to 080° from departure end of runway. All other courses: climbing right turn, thence ... **Rwy 35,** climb on a heading between 310° CW to 169° from departure end of runway. All other courses: climbing left turn, thence ...

... Direct DEN VOR/DME, climb in DEN VOR/DME holding pattern (hold south, right turns, 340° inbound) to 16500 before proceeding on course.

NOTE: **Rwy 17,** multiple trees beginning 247' from departure end of runway, 534' left of centerline, up to 50' AGL/5629' MSL. Multiple trees beginning 293' from departure end of runway, 555' right of centerline, up to 50' AGL/5599' MSL. Pole 3618' from departure end of runway, 516' left of centerline, 92' AGL/5603' MSL. **Rwy 26,** multiple trees beginning 255' from departure end of runway, 317' left of centerline, up to 50'AGL/5499' MSL. Multiple trees beginning 272' from departure end of runway, 498' right of centerline, up to 50' AGL/5479' MSL.

ROCKY MOUNTAIN METROPOLITAN (BJC)
AMDT 4 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29L,** 200-1 or std. w/ min. climb of 402' per NM to 5900.

DEPARTURE PROCEDURE: **Rwy 2,** climb on a heading between 350° CW to 160° from departure end of runway. All other courses: climbing right turn heading 147° to intercept DEN VOR/DME R-282 to DEN VOR/DME, thence ... **Rwys 11L, 11R,** climb on a heading between 160° CCW to 350° from departure end of runway. All other courses: climb heading 113° to intercept DEN VOR/DME R-272 to DEN VOR/DME, thence ...**Rwy 20,** climb on a heading between 160° CCW to 024° from departure end of runway. All other courses: climbing left turn heading 044° to intercept DEN VOR/DME R-269 to DEN VOR/DME, thence ...**Rwy 29R,** climb on a heading between 350° CW to 113° from departure end of runway. All other courses: climbing right turn heading 142° to intercept DEN VOR/DME R-277 to DEN VOR/DME, thence ... **Rwy 29L,** climb on a heading between 350° CW to 113° from departure end of runway. All other courses: Climbing right turn heading 142° to intercept DEN VOR/DME R-276 to DEN VOR/DME, thence ...

... climb in DEN VOR/DME holding pattern (hold south, right turns, 340° inbound) to 16500 before proceeding on course.

NOTE: **Rwy 2,** pole 432' from departure end of runway, 370' right of centerline, 49' AGL/5619' MSL. **Rwy 29L,** terrain beginning 45' from departure end of runway 292' left of centerline, up to 5839' MSL. Fence 1015' from departure end of runway 392' left of centerline, 15' AGL/5725' MSL. Fence 982' from departure end of runway 303' left of centerline, 14 ' AGL/5714' MSL. Multiple trees beginning 687' from departure end of runway 615' right of centerline up to 70' AGL/5839' MSL. Tree 3196' from departure end of runway 1337' left of centerline, 70' AGL/5839' MSL.

DURANGO, CO

DURANGO-LA PLATA COUNTY (DRO)
AMDT 6A 09015

TAKE-OFF MINIMUMS: **Rwy 3**, std. w/ a min. climb of 215' per NM to 7600, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3,** climbing right turn to 9000 heading 160° and DRO VOR/DME R-125 to RESER INT, or for climb in visual conditions: Cross Durango-La Plata County Airport Southeast bound at or above 8200 MSL, then proceed on DRO VOR/DME R-125 to RESER INT. **Rwy 21**, climbing right turn to 9500 heading 280° and DRO VOR/DME R-235 to MARKE INT.

NOTE: **Rwy 3,** trees beginning 1223' from departure end of runway, 794' left of centerline, up to 42' AGL/6741' MSL. Trees beginning 488' from departure end of runway, 431' right of centerline, up to 42' AGL/6698' MSL, vehicles on road beginning 8' from departure end of runway, right and left of centerline, up to 15' AGL/6706' MSL.

EAGLE, CO

EAGLE COUNTY RGNL (EGE)
AMDT 7 09239 (FAA)

DEPARTURE PROCEDURE: use GYPSUM DEPARTURE.

ERIE, CO

ERIE MUNI

TAKE-OFF MINIMUMS: **Rwy 15,** 500-2 or std. with a min. climb gradient of 270' per NM to 5700.

DEPARTURE PROCEDURE: **Rwys 9,15,** turn right; **Rwys 27,33,** turn left; climb direct BJC VOR/DME. Departures on BJC R-340 CW R-150 climb on course. All others climb in BJC holding pattern (NE, left turns 203° inbound) to cross BJC VOR/DME at or above 13300, or comply with RADAR vectors.

FARMINGTON, NM

FOUR CORNERS RGNL

TAKE-OFF MINIMUMS: **Rwys 11, 29,** NA.

DEPARTURE PROCEDURE: **Rwy 5,** climb runway heading to 6300 before turning left. **Rwy 23,** climb runway heading to 6500 before turning left.

FORT COLLINS, CO

FORT COLLINS-LOVELAND MUNI (FNL)
AMDT 5 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6,24,** NA-VFR runway.

DEPARTURE PROCEDURE: **Rwy 15,** climb on heading between 117° CCW to 329° from departure end of runway. All other courses: climbing left turn heading 017° to intercept GLL VORTAC R-242 to GLL VORTAC, thence...**Rwy 33,** climb on heading between 323° CW to 148° from departure end of runway. All other courses: climbing right turn heading 122° to intercept GLL VORTAC R-257 to GLL VORTAC, thence...

...climb in GLL VORTAC holding pattern (hold NE, right turns, 205° inbound) to 16500 before proceeding on course.

NOTE: **Rwy 33,** multiple trees beginning 833' from departure end of runway, 516' right of centerline, up to 66' AGL/5025' MSL. Multiple poles beginning 567' from departure end of runway, 540' left of centerline, up to 26' AGL/4995' MSL.

GALLUP, NM

GALLUP MUNI

TAKE-OFF MINIMUMS: **Rwy 6,** CAT A,B 1300-2 or std. with a min. climb of 300' per NM until passing 8000. CAT C,D 1600-3 or std. with a min. climb of 320' per NM until passing 8500. **Rwy 24,** 700-2 or std. with a min. climb of 370' per NM until passing 8000.

DEPARTURE PROCEDURE: **Rwy 6**, turn left.

All aircraft climb direct GUP VORTAC. Departures via GUP R-190 CW R-242 climb on course. Departures via GUP R-243 CW R-189 climb in GUP holding pattern (SW, right turns, 047° inbound) to cross GUP at or above9000.

GRAND JUNCTION, CO

GRAND JUNCTION RGNL (GJT)

AMDT 11 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** NA-obstacles. **Rwy 22,** NA-obstacles, facility reception (JNC VORTAC).

DEPARTURE PROCEDURE: **Rwys11, 29,** use MONUMENT DEPARTURE.

GRANTS, NM

GRANTS-MILAN MUNI

TAKE-OFF MINIMUMS: **Rwy 13,** 2400-2 or std. with a min. climb of 420' per NM to 11000. **Rwy 31,** NA.

DEPARTURE PROCEDURE: **Rwy 13,** climb runway heading to join V12 at or above 11000 before proceeding on course.

GREELEY, CO

GREELEY-WELD COUNTY (GXY)

AMDT 3 08241 (FAA)

DEPARTURE PROCEDURE: **Rwy 9,** climb on a heading between 289° CW to 211° from departure end of runway. All other courses: climbing left turn, thence...**Rwy 16,** climb on a heading between 209° CCW to 347° from departure end of runway. All other courses: climbing left turn, thence...**Rwy 27,** climb on a heading between 291° CW to 094° or 206° CCW to 094° from departure end of runway. All other courses: climbing right turn, thence...**Rwy 34,** climb on a heading between 290° CW to 166° from departure end of runway. All other courses: climbing right turn, thence...

...direct GLL VORTAC, climb in GLL VORTAC holding pattern (hold NE, right turns, 205° inbound) to 16500 before proceeding on course.

NOTE: **Rwy 27,** tree 1634' from departure end of runway, 836' left of centerline, 56' AGL/4717' MSL, fence 237' from departure end of runway, 422' right of centerline, 9' AGL/4670' MSL, fence 99' from departure end of runway, 423' left of centerline, 4' AGL/4665' MSL. **Rwy 34,** multiple trees beginning 1860' from departure end of runway, 595' right of centerline, up to 67' AGL/4785' MSL, tree 2854' from departure end of runway, 524' left of centerline, 73' AGL/4770' MSL.

GUNNISON, CO

GUNNISON-CRESTED BUTTE RGNL

TAKE-OFF MINIMUMS: **Rwy 6**, 1600-3 or 600-2 with a min. climb of 550' per NM to 9500. **Rwy 24**, 1200-3 or 400-2 with a min. climb of 350' per NM to 9500. **Rwys 17, 35**, NA.

DEPARTURE PROCEDURE: **Rwy 6**, at departure end of runway, climb heading 072° to 9500 then climbing right turn direct HBU VOR/DME. Aircraft unable to maintain 550' per NM must maneuver visually to depart the 11 DME fix inbound to the HBU VOR/DME on the HBU R-062 at or above 9200. **Rwy 24**, climb runway heading to 8400 then climbing left turn direct HBU VOR/DME. Aircraft unable to maintain 350' per NM must maneuver visually to depart the 4 DME fix inbound to the HBU VOR/DME on the HBU R-010 at or above 8800.

All aircraft continue climbing in HBU holding pattern (SW, left turns, 031° inbound) to depart HBU VOR/DME at or above: R-261 CW R-280, 10800; R-281 CW R-189 and R-191 CW R-260, 13000; R-190, 12500.

HAYDEN, CO

YAMPA VALLEY (HDN)

AMDT 3 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, std. w/ min. climb of 400' per NM to 12200, or 3200-3 for climb in visual conditions. **Rwy 28**, std. w/ min. climb of 245' per NM to 9500, or 3200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 10**, climb on heading 147° to 12200 before proceeding on course. **Rwy 28,** climb on heading 238° to 9500 before proceeding on course. **Rwys 10, 28,** for climb in visual conditions: cross Yampa Valley airport at or above 9700 before proceeding on course.

NOTE: **Rwy 10,** tree 241' from DER, 420' right of centerline, 100' AGL/6699' MSL. Tree 644' from DER, 340' left of centerline, 100' AGL/6699' MSL. Multiple transmission towers, beginning 3606' from DER, left to right of centerline, up to 145' AGL/6745' MSL. Terrain beginning 1714' from DER, 707' right of centerline, up to 6676' MSL.

HOBBS, NM

LEA COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 8,** std. w/ a min. climb of 218' per NM to 4300, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway.

NOTE: **Rwy 3,** multiple trees beginning 546' from departure end of runway, 811' right of centerline, up to 40' AGL/3700' MSL. Sign 822' from departure end of runway, 694' left of centerline, 38' AGL/3676' MSL. **Rwy 8,** tower 3 NM from departure end of runway, 2587' right of centerline, 515' AGL/4120' MSL. **Rwy 12,** road at departure end of runway, 112' right of centerline, 15' AGL/3654' MSL. **Rwy 17,** obstruction light on glideslope, 1014' from departure end of runway, 486' rightof centerline, 37' AGL/3687' MSL. **Rwy 21,** tree 1304' from departure end of runway, 726' right of centerline, 46' AGL/3690' MSL. **Rwy 26,** road 253' from departure end of runway, across centerline, 15' AGL/ 3669' MSL. **Rwy 30,** wind sock 103' from departure end of runway, 280' left of centerline, 16' AGL/3675' MSL, pole 1035' from departure end of runway, 540' right of centerline, 25' AGL/3689' MSL. **Rwy 35,** multiple fences, roads and poles beginning 103' from departure end of runway, across centerline, up to 37' AGL/3696' MSL, pole 299' from departure end of runway, 495' left of centerline, 25' AGL/ 3689' MSL, pole 293' from departure end of runway, 94' right of centerline, 25' AGL/ 3682' MSL.

HOLLOMAN AFB (KHMN),

ALAMOGORDO, NM . . . . . .ORIG, 08101

Rwy 7, NA
Rwy 16, 8000-3*
Rwy 22, 8000-3**
Rwy 25, 8000-3*
Rwy 34, 8000-3***
* Or standard with minimum climb of 510/NM to 14,100.
** Or standard with minimum climb of 470/NM to 14,100.
*** Or standard with minimum climb of 490/NM to 14,100.
Rwy 16, 22, 25, 34, RADAR REQUIRED (when R-5103C not under Holloman Approach or Cherokee control).

TAKE-OFF OBSTACLES: **Rwy 16,** Terrain 4052' MSL, 46' from DER, 512' left of centerline; Terrain 4052' MSL, 16' from DER, 500' left of centerline; Terrain 4052' MSL, 12' from DER, 503' left of centerline; Vehicle on road 15' AGL/4180' MSL, 589' from DER, 1170' right of centerline; Building 17' AGL/4070' MSL, 67' from DER, 283' right of centerline. **Rwy 22,** Terrain 4058' MSL, 4' from DER, 63' left of centerline; Terrain 4060' MSL, 127' from DER, 534' right of centerline; Terrain 4059' MSL, 0' from DER, 500' right of centerline; Vehicle on road 10' AGL/4190' MSL, 1963' from DER, 422' right of centerline; Vehicle on road 10' AGL/4190' MSL, 1977' from DER, 90' right of centerline. **Rwy 25,** Vehicle on road 10' AGL/4190' MSL, 4387' from DER, 14' left of centerline; Vehicle on road 10' AGL/4190' MSL, 4225' from DER, 303' left of centerline; Vehicle on road 15' AGL/4190' MSL, 1812' from DER, 1464' left of centerline.

HOLYOKE, CO

HOLYOKE

NOTE: **Rwy 14,** trees 2012' from departure end of runway, 29' left of centerline, 100' AGL/3829' MSL. **Rwy 32,** trees 1009' from departure end of runway, 697' left of centerline, 100' AGL/3839' MSL.

KREMMLING, CO

MC ELROY AIRFIELD

TAKE-OFF MINIMUMS: **Rwy 9,** 2600-2 or std. with a min. climb of 370' per NM to 12700. **Rwy 27,** 3200-2 or std. with a min. climb of 500' per NM to 12700.

DEPARTURE PROCEDURE: **Rwy 9,** climb runway heading to 10000, then climbing right turn. **Rwy 27,** climb runway heading to 10900, then climbing left turn. **All aircraft** proceed direct RLG VOR/DME. Continue climb to 13,000 in RLG holding pattern (hold SW, left turns, 051° inbound).

LA JUNTA, CO

LA JUNTA MUNI

DEPARTURE PROCEDURE: **Rwy 8,** climb via heading 080°. **Rwy 12,** climb via heading 120°. **Rwy 26,** turn left heading 160°. **Rwy 30,** turn left heading 140°. **All aircraft,** intercept LAA R-238 (V210) to LAA VORTAC. When at or above 8000 proceed on course.

LAMAR, CO

LAMAR MUNI

DEPARTURE PROCEDURE: **Rwys 8,36,** turn left. **Rwy 18,** turn left/right. **Rwy 26,** turn right. Direct LAA VORTAC. Aircraft departing LAA R-048 CW R-118 climb on course. All others continue climbing in LAA holding pattern (N, right turns, 169° inbound) to 6000 before proceeding on course.

LAS CRUCES, NM

LAS CRUCES INTL

DEPARTURE PROCEDURE: **Rwys 4, 8,** climbing right turn. **Rwy 12,** CAT A,B, climb runway heading CAT C,D, NA. **Rwys 22, 26,** climbing left turn. **Rwy 30,** climbing runway heading to 5100 then climbing left turn. **All aircraft** climb direct HAWKE LOM. Continue climb in HAWKE holding pattern (SE, left turns, 304° inbound) to cross HAWKE LOM at or above 10000 before proceeding on course.

LAS VEGAS, NM

LAS VEGAS MUNI

DEPARTURE PROCEDURE: **Rwys 2, 14** turn left/right. **Rwy 20,** turn left (except via FTI R-215). **Rwy 32,** turn right.
Departures via FTI VORTAC R-001 CW R-215 climb on course. Departures via FTI VORTAC R-216 CW R-360 proceed direct FTI VORTAC. Climb in FTI VORTAC holding pattern (hold north, left turn, 192° inbound) to cross FTI at airway MEA/MCA. (NOTE: climb in hold not authorized for turbojet aircraft)

LEADVILLE, CO

LAKE COUNTY (LXV)
AMDT 2 08101 (FAA)

DEPARTURE PROCEDURE: **Rwy 16,** use LOZUL (RNAV) DEPARTURE. **Rwy 34,** use DAVVY (RNAV) DEPARTURE.

LONGMONT, CO
VANCE BRAND

TAKE-OFF MINIMUMS: **Rwy 11,** 300-1 or std. with a min. climb of 250' per NM until passing 5400. **Rwy 29,** CAT A,B 1900-3 or std. with a min. climb of 380' per NM until passing 7000. CAT C,D NA.

DEPARTURE PROCEDURE: Comply with RADAR vectors, or: **Rwys 11, 29,** turn right climb direct BJC VOR/DME. Departures on BJC R-340 CW R-150 climb on course. All others climb in BJC holding pattern (NE, left turns, 203° inbound) to cross BJC VOR/DME at or above 13300.

NOTE: Climb in holding NA for turbojet aircraft.

LOS ALAMOS, NM
LOS ALAMOS

TAKE-OFF MINIMUMS: **Rwy 27,** NA-obstacles and airport restriction.

DEPARTURE PROCEDURE: **Rwy 9,** climb via heading 092° until intercepting SAF VORTAC R-354. Northbound proceed via V83 climbing to 11000. Southbound proceed via V83 at 9000.

LOVINGTON, NM
LEA COUNTY-ZIP FRANKLIN MEMORIAL

DEPARTURE PROCEDURE: **Rwy 3,** climb runway heading to 4700 before turning on course. **Rwy 12,** 35' AGL powerline 1250' from departure end of runway 150' right of centerline. **Rwy 21,** 40' AGL tower 936' from departure end of runway 273' right of centerline. **Rwy 30,** 50' AGL windmill 1800' from departure end of runway 50' right of centerline.

MEEKER, CO
MEEKER (EEO)
AMDT 1 08157

TAKE-OFF MINIMUMS: **Rwys 3, 21,** 4100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3, 21,** for climb in visual conditions: cross Meeker Airport at or above 10500 before proceeding on course.

NOTE: **Rwy 21,** multiple trees beginning 843' from departure end of runway, 20' left of centerline, up to 100' AGL/7190' MSL. Multiple trees beginning 227' from departure end of runway, 187' right of centerline, up to 100' AGL/6862' MSL.

MONTE VISTA, CO
MONTE VISTA MUNI

DEPARTURE PROCEDURE: **Rwy 2,** climbing right turn. **Rwy 20,** climbing left turn. **All aircraft,** climb direct ALS VORTAC, continue climb in ALS holding pattern (SE, right turns, 301° inbound) to cross ALS VORTAC at or above 11,000, except V210 westbound 11,200 and J102 northeastbound 13,700, before proceeding enroute.

MONTROSE, CO
MONTROSE RGNL (MTJ)
AMDT 4 09127 (FAA)

DEPARTURE PROCEDURE: Use MONTROSE DEPARTURE.

NUCLA, CO
HOPKINS FIELD

TAKE-OFF MINIMUMS: **Rwys 11, 29,** NA-environmental

DEPARTURE PROCEDURE: **Rwys 5, 23,** use NUCLA (RNAV) DEPARTURE.

PAGOSA SPRINGS , CO
STEVENS FIELD (PSO)
ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** std. w/ min. climb of 437' per NM to 9600, or 1900-3 for climb in visual conditions. **Rwy 19,** std. w/ min. climb of 296' per NM to 9300, or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1,** climbing right turn via heading 216° to intercept DRO VOR/DME R-066 to DRO VOR/DME .... for climb in visual conditions cross Stevens Field airport south bound at or above 9400 MSL, then via DRO VOR/DME R-066 to DRO VOR/DME ....

Rwy 19, climb via heading 194° to intercept DRO VOR/DME R-075 to DRO VOR/DME .... for climb in visual conditions cross Stevens Field airport south bound at or above 9400 MSL, then via DRO VOR/DME R-066 to DRO VOR/DME .... .

... thence cross DRO VOR/DME at MEA/MCA for direction of flight before proceeding on course.

NOTE: **Rwy 1,** terrain beginning 30' from departure end of runway, 53' left of centerline, up to 7697' MSL. Terrain beginning 127' from departure end of runway, 69' right of centerline, up to 7681' MSL. Multiple trees beginning 940' from departure end of runway, left and right of centerline, up to 100' AGL/7739' MSL. **Rwy 19,** multiple trees beginning 664' from departure end of runway, 156' left of centerline, up to 100' AGL/7693' MSL. Multiple trees beginning 1625' from departure end of runway, 5' right of centerline, up to 100' AGL/7698' MSL.

PUEBLO, CO

PUEBLO MEMORIAL (PUB)
AMDT 4 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1¾ or standard w/ a min. climb of 254' per NM to 5200.

DEPARTURE PROCEDURE: **Rwy 8L,** climb heading 077° to 5500, then climbing left turn via heading 210° and PUB R-040 to PUB VORTAC, continue climb in PUB VORTAC holding pattern (hold NE, right turns, 244° inbound) to cross PUB VORTAC at or above MEA for route of flight. **Rwy 8R,** climb heading 077° to 5400, then climbing left turn via heading 210° and PUB R-040 to PUB VORTAC, continue climb in PUB VORTAC holding pattern (hold NE, right turns, 244° inbound) to cross PUB VORTAC at or above MEA for route of flight. **Rwy 17,** climb heading 167° to 5800, then climbing left turn via heading 050 and PUB R-180 to PUB VORTAC, continue climb in PUB VORTAC holding pattern (hold NE, right turns, 244° inbound) to cross PUB VORTAC at or above MEA for route of flight. **Rwy 26L**, climb heading 257° to 5700, then climbing left turn via heading 070° and PUB R-220 to PUB VORTAC, continue climb in PUB VORTAC holding pattern (hold NE, right turns, 244° inbound) to cross PUB VORTAC at or above MEA for route of flight. **Rwy 26R,** climb heading 257° to 5700, then climbing left turn via heading 070° and PUB R-220 to PUB VORTAC, continue climb in PUB VORTAC holding pattern (hold NE, right turns, 244° inbound) to cross PUB VORTAC at or above MEA for route of flight. **Rwy 35,** climb heading 347° to 5200, then climbing right turn via heading 150° and PUB R-360 to PUB VORTAC, continue climb in PUB VORTAC holding pattern (hold NE, right turns, 244° inbound) to cross PUB VORTAC at or above MEA for route of flight.

NOTE: **Rwy 8L**, rising terrain 57' from DER, 123' left of centerline, up to 4649' MSL. **Rwy 8R,** rising terrain 180' from DER, 58' left of centerline, up to 4659' MSL. **Rwy 26L,** rising terrain 110' from DER, 182' right of centerline, up to 4659' MSL, rising terrain 128' from DER, 122' left of centerline, up to 4659' MSL. **Rwy 26R,** rising terrain 208' from DER, 446' right of centerline, up to 4679' MSL. **Rwy 35,** rising terrain 2' from DER, 7' left of centerline, up to 4749' MSL, rising terrain 196' from DER, 11' right of centerline, up to 4793' MSL, transmission poles 1.1 NM from DER, 703' right of centerline, 46' AGL/4925' MSL, radar reflector 996' from DER, on centerline, 4' AGL/4757' MSL.

RATON, NM

RATON MUNI/CREWS FIELD

DEPARTURE PROCEDURE: When weather below 1500-2: **Rwys 2,7**, climb on CIM R-040 northeastbound to 8000, then on course to assigned altitude. **Rwys 20,25**, climb on CIM R-040 southwestbound to 8000, then on course to assigned altitude.

RIFLE, CO

GARFIELD COUNTY RGNL (RIL)
AMDT 8 08157

TAKE-OFF MINIMUMS: **Rwy 8,** std. w/ a min. climb of 369' per NM to 12400 or 5400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8,** DME required. Climb via RIL R-081 to ZOBAK/10 DME, then climbing left turn direct RIL VOR/DME. Climb in RIL VOR/DME holding pattern (Hold E, right turn, 263° inbound) to cross RIL VOR/DME at or above MEA/MCA before proceeding enroute, or for climb in visual conditions cross Garfield County Rgnl Airport at or above 10800 before proceeding on course. **Rwy 26,** use SQUAT RNAV DEPARTURE.

NOTE: **Rwy 8,** transmission line towers beginning 1.2 NM from departure end of runway, 437' right of centerline, up to 150' AGL/6069' MSL. Trees beginning 1.9 NM from departure end of runway, 647' right of centerline, up to 100' AGL/5983' MSL. Terrain beginning 124' from departure end of runway, 287' right of centerline, up to 5863' MSL. Pole 1083' from departure end of runway, 656' right of centerline, 28' AGL/5588' MSL.

ROSWELL, NM

ROSWELL INTL AIR CENTER

DEPARTURE PROCEDURE: **Rwy 30,** climb to 6000 via runway heading to intercept CME R-323, upon reaching 6000 proceed on course. **Rwy 35,** climbing left turn to 6000 via heading 277° to intercept CME R-323, upon reaching 6000 proceed on course.

RUIDOSO, NM

SIERRA BLANCA RGNL

TAKE-OFF MINIMUMS: **Rwys 6,24**, 5200-3 or std. with a min. climb of 420' per NM to 12,100'.

DEPARTURE PROCEDURE: **Rwy 6**, climb at 385' per NM to 9100' direct CEP NDB, continue climb in holding pattern (*hold E, left turns, 273° inbound) to cross CEP NDB at or above the MEA for direction of flight. *Do not exceed 230 kts in holding pattern. **Rwy 24**, immediate climbing left turn to 9100' direct CEP NDB, continue climb in holding pattern (*hold E, left turns, 273° inbound) to cross CEP NDB at or above the MEA for direction of flight . *Do not exceed 230 kts in holding pattern.

SALIDA, CO

HARRIET ALEXANDER FIELD (ANK)
ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 24,** 6800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 6, 24,** For climb in visual conditions: Cross Harriet Alexander Field at or above 14200 MSL before proceeding on course.

NOTE: **Rwy 24,** Multiple transmission towers beginning 666' from departure end of runway, 440' right of centerline, up to 73' AGL/7651' MSL. Multiple trees beginning 5455' from departure end of runway, 663' right of centerline, up to 100' AGL/7908' MSL.

SANTA FE, NM

SANTA FE MUNI

TAKE-OFF MINIMUMS: **Rwy 28**, 1000-3 or std. with a min. climb of 240' per NM until passing 7300 MSL. **Rwys 2, 33,** Cats. C and D, 2900-3 or std. with a min. climb of 330' per NM until 9000 MSL.

DEPARTURE PROCEDURE: **Rwys 2, 10, 33**, turn right; **Rwys 20, 28,** turn left; **Rwy 15,** climb runway heading. **All aircraft** climb direct to SAF VORTAC. Continue climbing in SAF VORTAC holding pattern (hold SE, right turns, 332° inbound) to cross SAF VORTAC at or above airway MEA/MCA for direction of flight.

SANTA TERESA, NM

DONA ANA COUNTY AT SANTA TERESA

TAKE-OFF MINIMUMS: **Rwy 10,** std. with a min. climb of 419' per NM to 8400, or 2800-3 for climb in visual conditions. **Rwy 28,** std. with a min. climb of 358' per NM to 8400, or 2800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 10, 28,** for climb in visual conditions: cross Dona Ana County at Santa Teresa Airport at or above 6800 before proceeding on course.

SILVER CITY, NM

GRANT COUNTY

TAKE-OFF MINIMUMS: **Rwys 3,8,12,17,21,26,30,35,** std. with a min. climb of 354' per NM to 9200, or 3800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3,8,12,17,21,26,30, 35,** for climb in visual conditions: cross Grant County Airport at or above 9200.

NOTE: **Rwy 3,** crane 5007' from departure end of runway, 1056' right of centerline, 200' AGL/5610' MSL. **Rwy 8,** pole 1.12 NM from departure end of runway, 381' right of centerline, 30' AGL/5383' MSL. Power line 2.18 NM from departure end of runway, 139' right of centerline, 200' AGL/5520' MSL. **Rwy 12,** pole 5265' from departure end of runway, 490' right of centerline, 72' AGL/5417' MSL. **Rwy 17,** pole 1.02 NM from departure end of runway, 469' left of centerline, 50' AGL/5408' MSL. **Rwy 21,** multiple bushes beginning from 4556' from departure end of runway, 79' right of centerline, up to 40' AGL/5403' MSL.

SOCORRO, NM

SOCORRO MUNI (ONM)
AMDT 3 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6,15,24,** NA-terrain. **Rwy 33,** 200-1¼ or std. w/ min. climb of 216' per NM to 5100, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1500' prior to DER.

DEPARTURE PROCEDURE: **Rwy 33**, climbing right turn via heading 030° and ONM VORTAC R-179 to ONM VORTAC, continue climb-in-hold (hold North, right turns, 182° inbound) to cross ONM VORTAC at or above MEA/MCA for direction of flight.

NOTE: **Rwy 33,** trees beginning 67' from DER, 66' left of centerline, up to 15' AGL/4814' MSL. Trees beginning 436' from DER, 438' right of centerline, up to 15' AGL/4814' MSL. Tower 4996' from DER, 1161' left of centerline, 147' AGL/4947' MSL. Tower 5851' from DER, 584' right of centerline, 200' AGL/4956' MSL.

SPRINGFIELD, CO

SPRINGFIELD MUNI (8V7)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 4900-3 or std. w/ a min. climb of 225' per NM to 5000.

NOTE: **Rwy 17,** tower 15212' from departure end of runway, 2936' right of centerline, 425' AGL/4817' MSL.

STEAMBOAT SPRINGS, CO

STEAMBOAT SPRINGS/BOB ADAMS FIELD

TAKE-OFF MINIMUMS: **Rwys 14,** 1500-3 or std. with a min. climb of 610' per NM to 9000. **Rwy 32,** 1900-3 or std. with a min. climb of 500' per NM to 9000.

DEPARTURE PROCEDURE: **Rwy 14,** turn right heading 220°, intercept BQZ R-172. **Rwy 32,** turn left direct BQZ VOR/DME. **All aircraft** climb to 12100 via BQZ R-172 to SBURG Int and hold (S, right turns, 352° inbound).

STERLING, CO

STERLING MUNI

DEPARTURE PROCEDURE: **Rwys 3,30,33**, turn left. **Rwys 12,15,21**, turn right climb to 6000 direct toward SNY or AKO VOR/DME before proceeding on course.

TAOS, NM

TAOS RGNL

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1.

DEPARTURE PROCEDURE: **Rwy 4**, climbing left turn. **Rwy 22**, climbing right turn. Intercept TAS R-100. Climbing direct to the TAS VORTAC, continue climb in holding pattern to cross TAS VORTAC at or above the MEA for direction of flight.

TELLURIDE, CO

TELLURIDE RGNL (TEX)
AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, NA-obstacles. **Rwy 27**, std. w/ min. climb of 457' per NM to 10500, or 5300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 27**, climb to 12000 via heading 273° to intercept the ETL R-096 to ETL VOR/DME, or for climb in visual conditions: cross Telluride Airport westbound at or above 14200 via ETL R-095 to ETL VOR/DME. NOTE: All aircraft cross ETL VOR/DME at or above airway MEA/MCA for direction of flight.

NOTE: **Rwy 27,** trees beginning 203' from departure end of runway, 186' left of centerline, up to 100' AGL/9124' MSL. Trees beginning 281' from departure end of runway, 45' right of centerline, up to 100' AGL/9219' MSL. Obstruction light on post 2' from departure end of runway, 308' left of centerline, 17' AGL/9095' MSL. Terrain beginning at departure end of runway, left and right of centerline, up to 9075' MSL.

TRINIDAD, CO

PERRY STOKES

TAKE-OFF MINIMUMS: **Rwys 9,27,** NA

DEPARTURE PROCEDURE: **Rwy 3,** turn left. **Rwy 21,** turn right, direct TAD NDB. Climb in holding to 7600 (N, left turns, 165° inbound). Aircraft departing TAD NDB bearing 330° CW 140° from TAD NDB: climb on course. Aircraft departing TAD NDB bearing 141° CW 329° from TAD NDB: depart at or above 12,500'.

NOTE: **Rwy 3,** tree 180' from departure end of runway, on centerline, 30' AGL/5765' MSL.

TRUTH OR CONSEQUENCES, NM

TRUTH OR CONSEQUENCES MUNI

TAKE-OFF MINIMUMS: 1500-3 or std. with a min. climb of 500' per NM to 8000.

DEPARTURE PROCEDURE: **Rwys 19,25,29,31,** turn right; **Rwys 1,7,11,13,15,33**, turn left, climb direct TCS VORTAC, continue climb in holding pattern (N, left turns, 180° inbound) to cross TCS VORTAC at above the MEA for direction of flight.

TUCUMCARI, NM

TUCUMCARI MUNI

DEPARTURE PROCEDURE: All Rwys for SW-bound V-264 climb TCC R-255 within 10 NM to 5500 before departing on course. **Rwy 21,** climb heading 213° to 5500 before proceeding on course. **Rwy 26,** climb heading 258° to 5500 before proceeding on course.

WALDEN, CO

WALDEN-JACKSON COUNTY (33V)

ORIG 08157

TAKE-OFF MINIMUMS: **Rwys 17, 35,** NA-ATC.

DEPARTURE PROCEDURE: **Rwys 4, 22,** Use WALRU RNAV DEPARTURE.

WRAY, CO

WRAY MUNI

TAKE-OFF MINIMUMS: **Rwy 17,** 500-2 or std. with a min. climb of 280' per NM to 4400.

DEPARTURE PROCEDURE: **Rwy 17,** climbing right turn via AKO VOR/DME R-084 to 7000 before proceeding on course. **Rwy 35,** climbing left turn via AKO VOR/DME R-077 to 7000 before proceeding on course.

NOTE: **Rwy 35,** trees 2175' left of departure end of runway, 100' AGL/3778' MSL.

ZUNI PUEBLO, NM

BLACK ROCK

TAKE-OFF MINIMUMS: **Rwy 7**, 1200-2 or std. with a min. climb of 360 feet per NM to 7600.

DEPARTURE PROCEDURE: **Rwy 7**, climbing left turn direct ZUN VORTAC. **Rwy 25**, climb direct ZUN VORTAC.

APP CRS	Rwy ldg	7000
109°	TDZE	4714
	Apt Elev	4714

RNAV (GPS) RWY 11

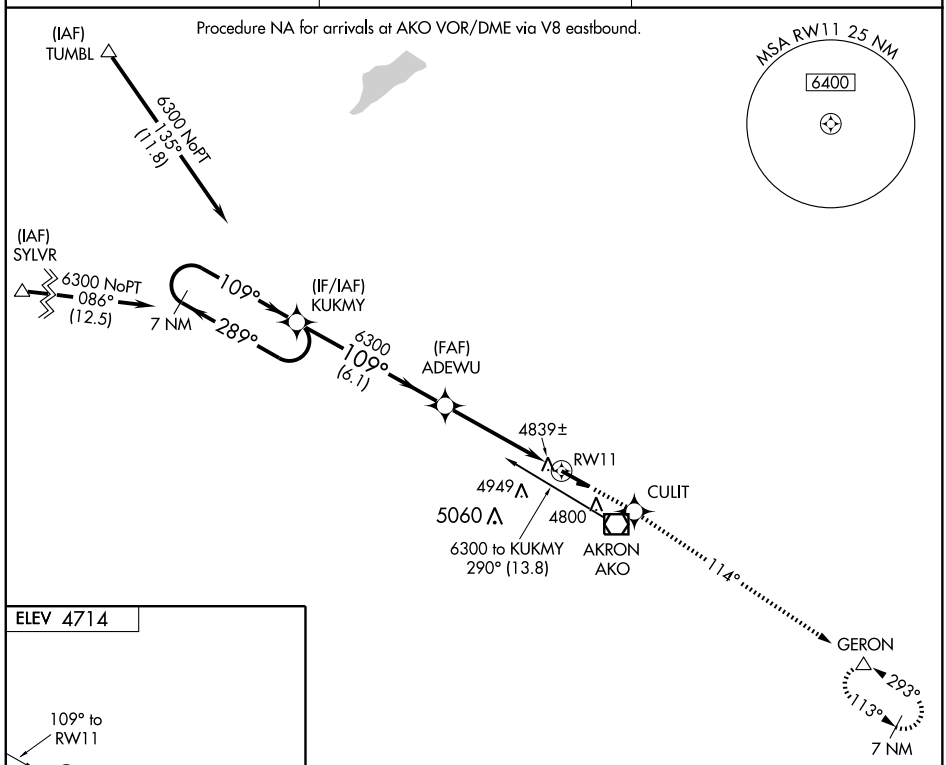
AKRON/ COLORADO PLAINS RGNL (AKO)

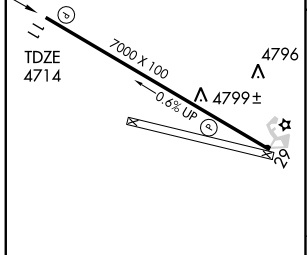
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Sterling altimeter setting and increase all MDA 160 feet, increase LNAV Cat C and D visibility ½ mile and circling Cat C and D visibility ½ mile.
VDP NA with Sterling altimeter setting. Straight-in minimums NA at night.

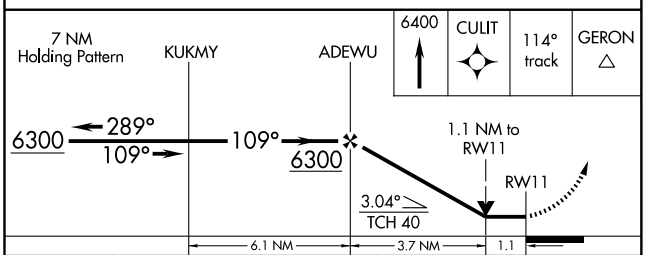
MISSED APPROACH: Climb to 6400 direct CULIT and via 114° track to GERON and hold.

ASOS	DENVER CENTER	UNICOM
135.475	133.95 317.55	122.8 (CTAF) L

Procedure NA for arrivals at AKO VOR/DME via V8 eastbound.







CATEGORY	A	B	C	D
LNAV MDA	5100-1 386 (400-1)			5100-1¼ 386 (400-1¼)
CIRCLING	5180-1 466 (500-1)		5180-1½ 466 (500-1½)	5280-2 566 (600-2)

MIRL Rwy 11-29 L
REIL Rwys 11 and 29

SW-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	7000
289°	TDZE	4681
	Apt Elev	4714

RNAV (GPS) RWY 29

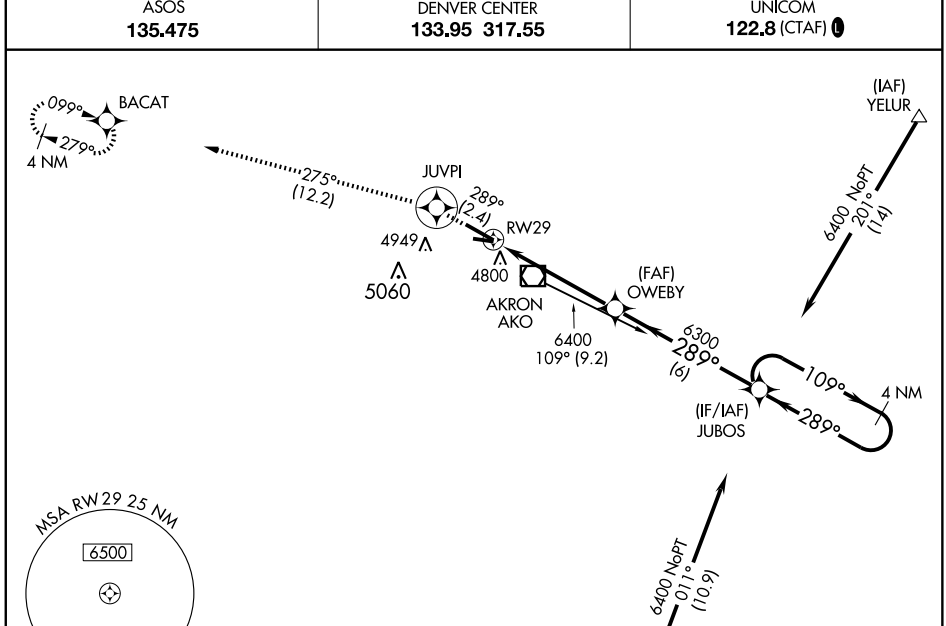
AKRON/ COLORADO PLAINS RGNL (AKO)

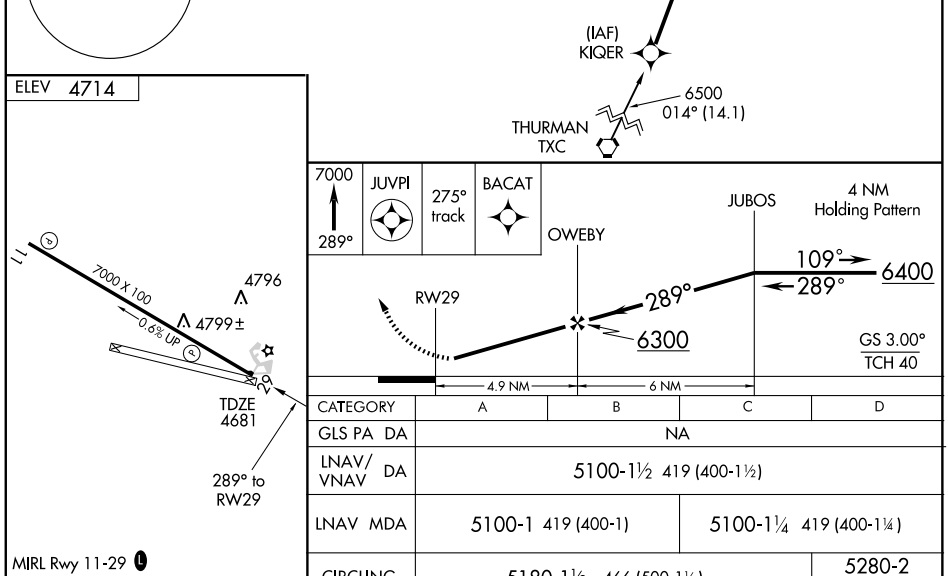
T
NA

GPS or RNP -0.3 required. DME/DME RNP -0.3 NA. Baro-VNAV NA below -24°C (-11°F).

MISSED APPROACH: Climb to 7000, via 289° course to JUVPI WP then via 275° track to BACAT WP and hold.

ASOS	DENVER CENTER	UNICOM
135.475	133.95 317.55	122.8 (CTAF) L





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	5100-1½ 419 (400-1½)			
LNAV MDA	5100-1 419 (400-1)		5100-1¼ 419 (400-1¼)	
CIRCLING	5180-1½ 466 (500-1½)			5280-2 566 (600-2)

MIRL Rwy 11-29 L
REIL Rwys 11 and 29

SW-1, 14 JAN 2010 to 11 FEB 2010

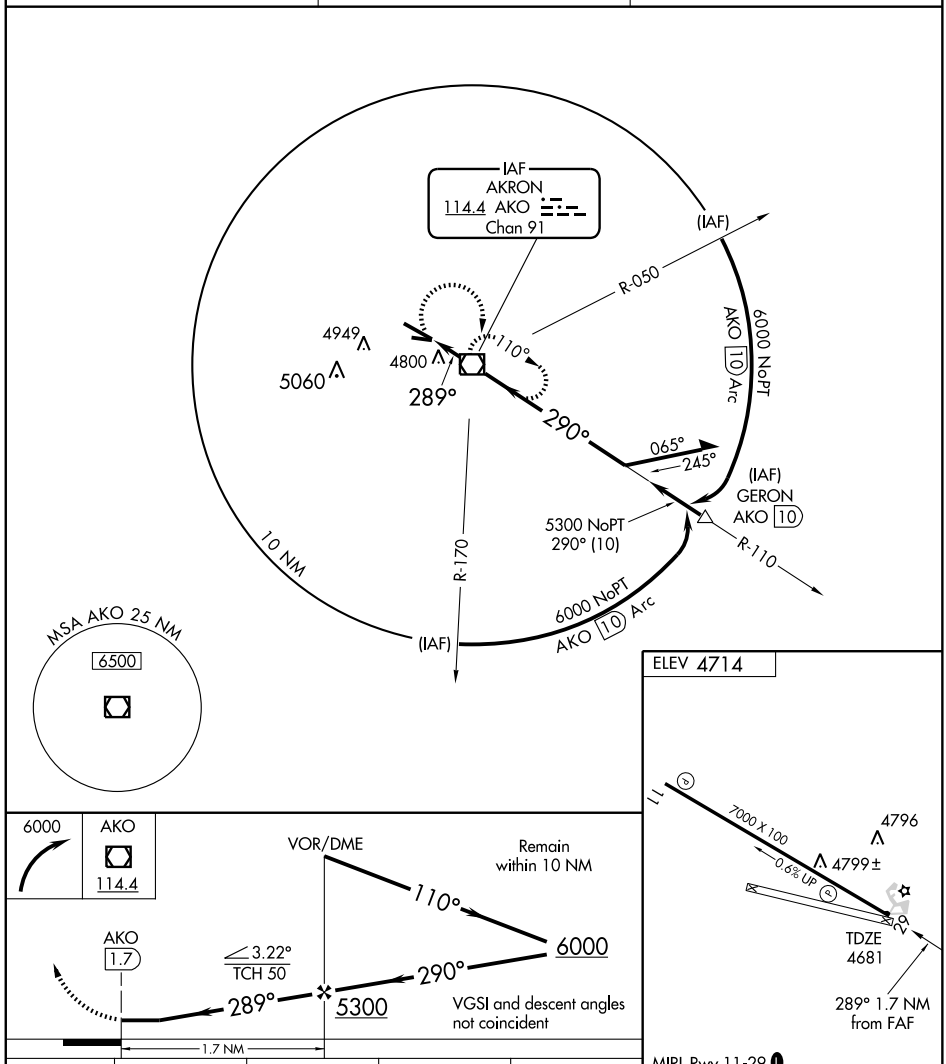
VOR/DME AKO 114.4 Chan 91	APP CRS 289°	Rwy ldg 7000 TDZE 4681 Apt Elev 4714

VOR RWY 29

AKRON/ COLORADO PLAINS RGNL (AKO)

MISSED APPROACH: Climbing right turn to 6000 direct AKO VOR/DME and hold.

ASOS	DENVER CENTER	UNICOM
135.475	133.95 317.55	122.8 (CTAF) L



MIRL Rwy 11-29 L
REIL Rwys 11 and 29

CATEGORY	A	B	C	D
S-29	5120-1 439 (500-1)		5120-1¼ 439 (500-1¼)	5120-1½ 439 (500-1½)
CIRCLING	5160-1 446 (500-1)	5180-1 466 (500-1)	5300-1½ 586 (600-1½)	5300-2 586 (600-2)

FAF to MAP 1.7 NM					
Knots	60	90	120	150	180
Min:Sec	1:42	1:08	0:51	0:41	0:34

SW-1. 14 JAN 2010 to 11 FEB 2010

LOC I-VQR	APP CRS	Rwy ldg	8519
111.9	023°	TDZE	7539
		Apt Elev	7539

ILS or LOC RWY 2

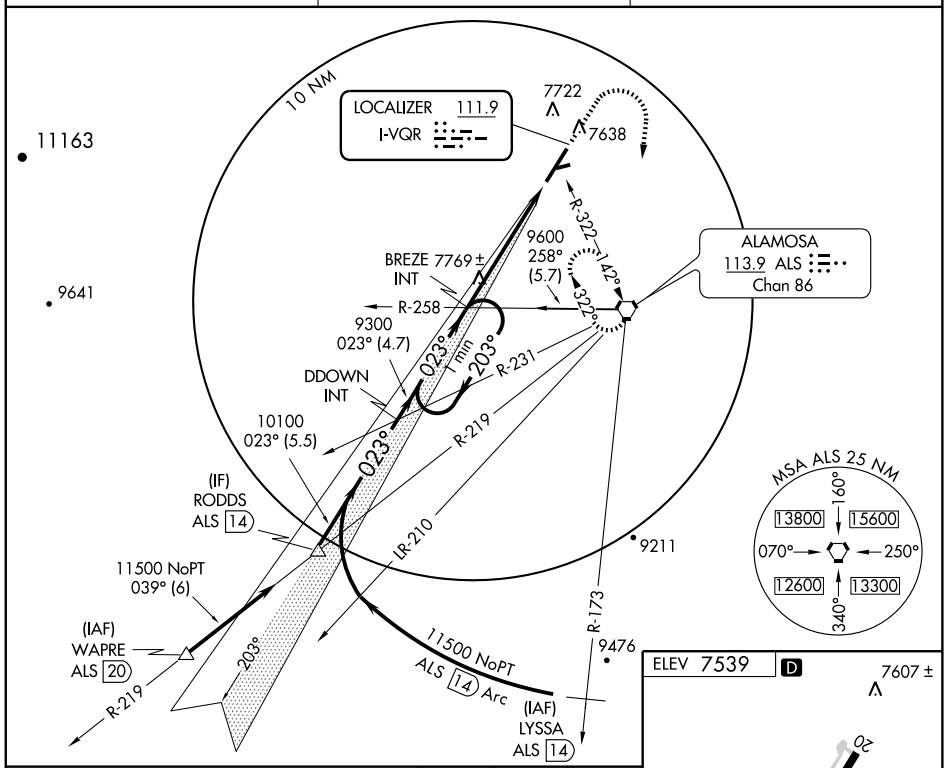
ALAMOSA/SAN LUIS VALLEY RGNL/BERGMAN FIELD (ALS)

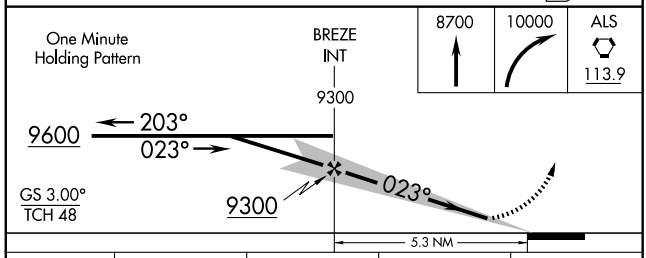
When local altimeter setting not received, procedure NA.

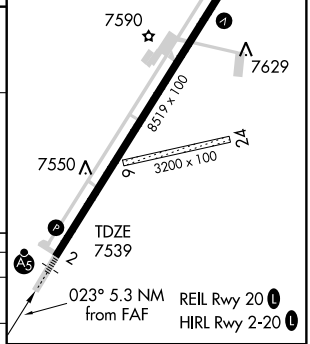
MALSR

MISSED APPROACH: Climb to 8700, then climbing right turn to 10000 direct ALS VORTAC and hold.

ASOS	DENVER CENTER	UNICOM
135.175	128.375 379.95	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 2	7739-½ 200 (200-½)			
S-LOC 2	8020-½ 481 (500-½)		8020-¾ 481 (500-¾)	8020-1 481 (500-1)
CIRCLING	8040-1 501 (600-1)		8040-1½ 501 (600-1½)	8100-2 561 (600-2)

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

SW-1. 14 JAN 2010 to 11 FEB 2010

WAAS CH 90410 W02A	APP CRS 023°	Rwy ldg 8519 TDZE 7539 Apt Elev 7539

RNAV (GPS) RWY 2

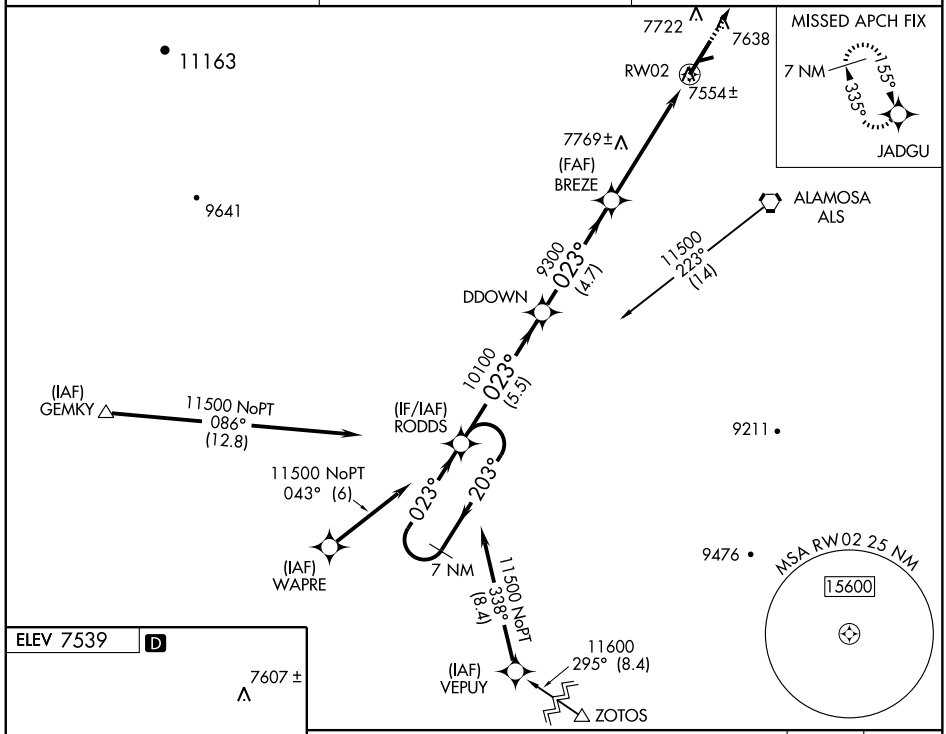
ALAMOSA/SAN LUIS VALLEY RGNL/BERGMAN FIELD (ALS)

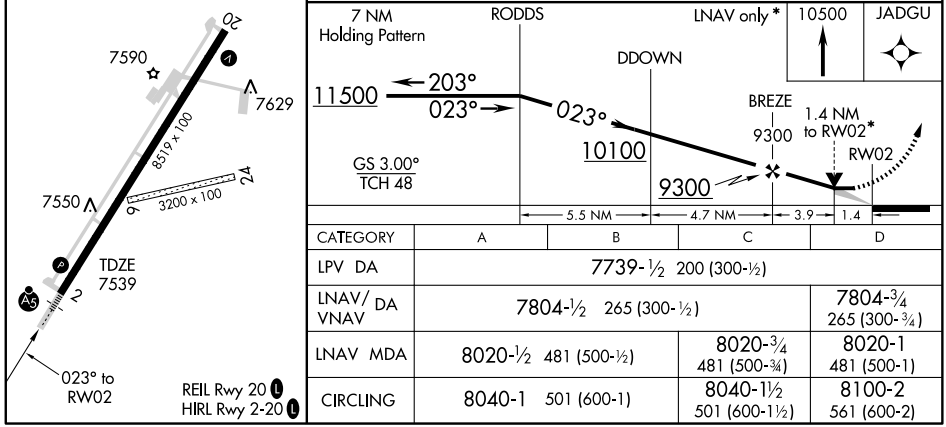
For inoperative MALSR, increase LNAV/VNAV Cat D visibility to 1 mile. When local altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -30°C (-22°F) or above 34°C (93°F). DME/DME RNP -0.3 NA.

MALSR

MISSED APPROACH: Climb to 10500 direct JADGU and hold.

ASOS	DENVER CENTER	UNICOM
135.175	128.375 379.95	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	7739-½ 200 (300-½)			
LNAV/VNAV DA	7804-½ 265 (300-½)			7804-¾ 265 (300-¾)
LNAV MDA	8020-½ 481 (500-½)		8020-¾ 481 (500-¾)	8020-1 481 (500-1)
CIRCLING	8040-1 501 (600-1)		8040-1½ 501 (600-1½)	8100-2 561 (600-2)

WAAS CH 93500 W20A	APP CRS 203°	Rwy ldg 8519 TDZE 7539 Apt Elev 7539

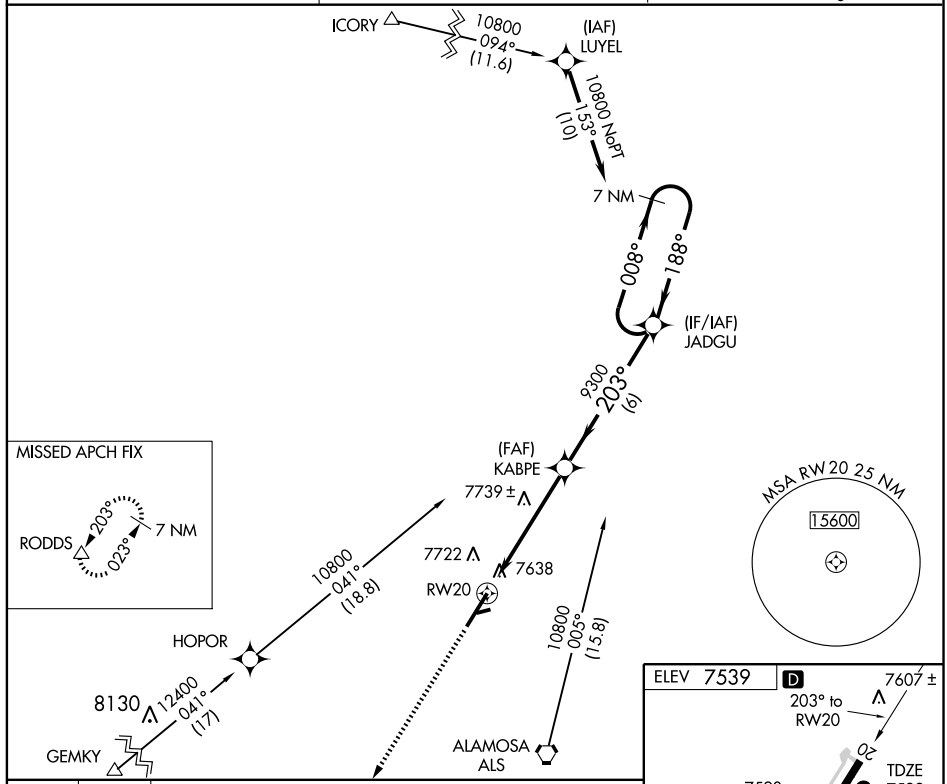
RNAV (GPS) RWY 20

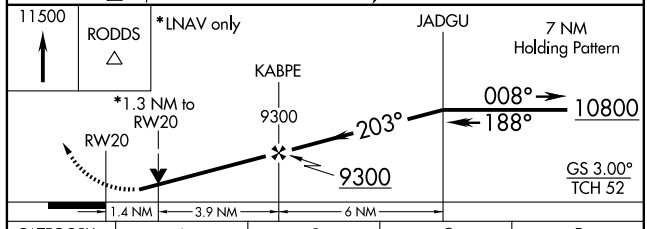
ALAMOSA/ SAN LUIS VALLEY RGNL/BERGMAN FIELD (ALS)

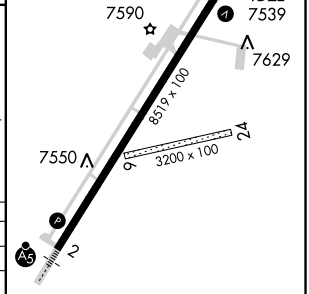
When local altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -30°C (-22°F) or above 34°C (93°F). DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 11500 direct RODDS and hold, continue climb-in-hold to 11500.

ASOS	DENVER CENTER	UNICOM
135.175	128.375 379.95	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	7867-1 328 (400-1)			
LNAV/ VNAV DA	8002-1½ 463 (500-1½)			
LNAV MDA	8000-1 461 (500-1)		8000-1¼ 461 (500-1¼)	8000-1½ 461 (500-1½)
CIRCLING	8040-1 501 (600-1)		8040-1½ 501 (600-1½)	8100-2 561 (600-2)

SW-1, 14 JAN 2010 to 11 FEB 2010

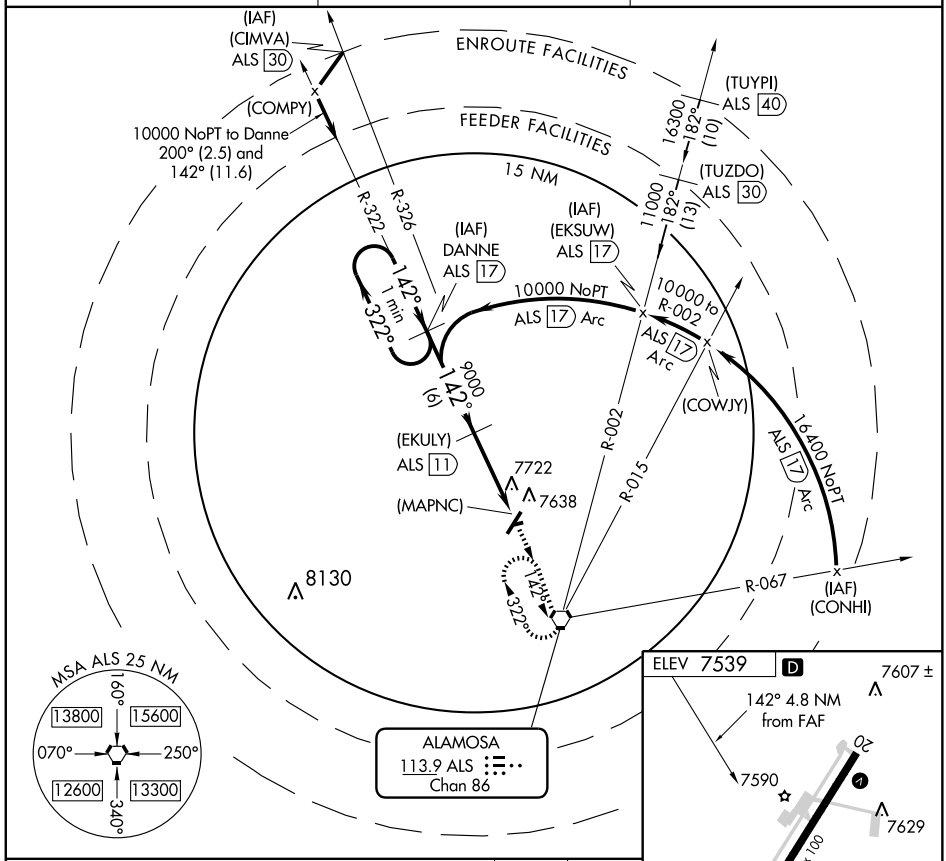
VORTAC ALS	APP CRS	Rwy ldg	N/A
113.9	142°	TDZE	N/A
Chan 86		Apt Elev	7539

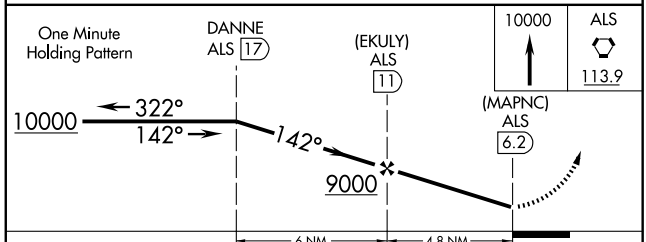
VOR/DME or GPS-B

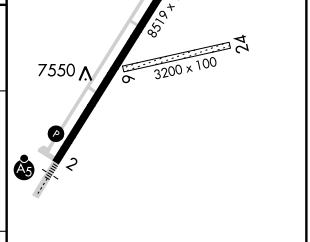
ALAMOSA/SAN LUIS VALLEY RGNL/BERGMAN FIELD (ALS)

MISSED APPROACH: Climb to 10000 direct ALS VORTAC and hold.

ASOS	DENVER CENTER	UNICOM
135.175	128.375 379.95	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	8020-1 485 (500-1)		8020-1½ 485 (500-1½)	8100-2 565 (600-2)

REIL Rwy 20 L
HIRL Rwy 2-20 L

SW-1, 14 JAN 2010 to 11 FEB 2010

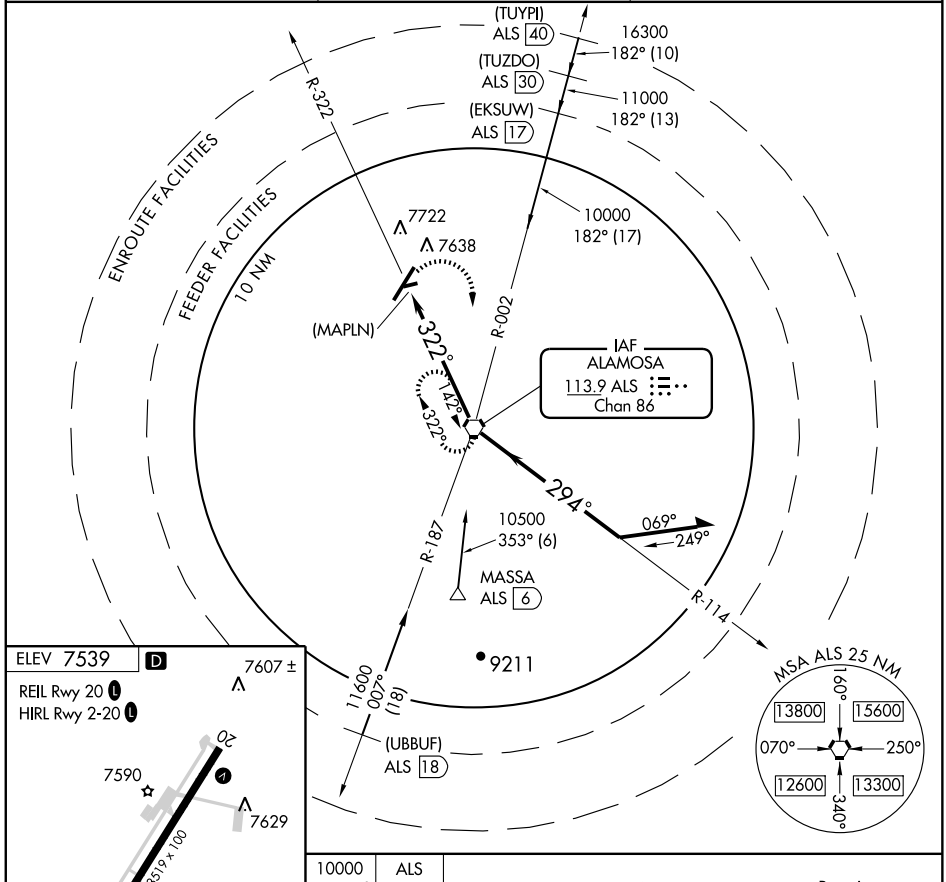
VORTAC ALS	APP CRS	Rwy ldg	N/A
113.9	322°	TDZE	N/A
Chan 86		Apt Elev	7539

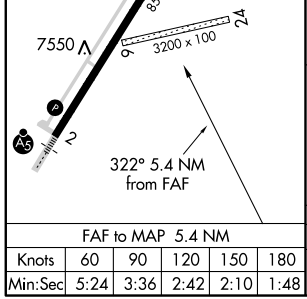
VOR or GPS-A

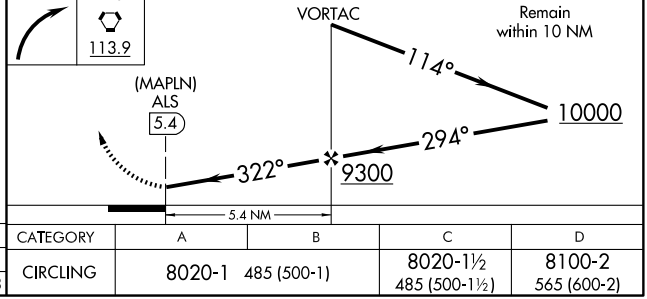
ALAMOSA/SAN LUIS VALLEY RGNL/BERGMAN FIELD (ALS)

MISSED APPROACH: Climbing right turn to 10000 direct ALS VORTAC and hold.

ASOS	DENVER CENTER	UNICOM
135.175	128.375 379.95	122.8 (CTAF) L







FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

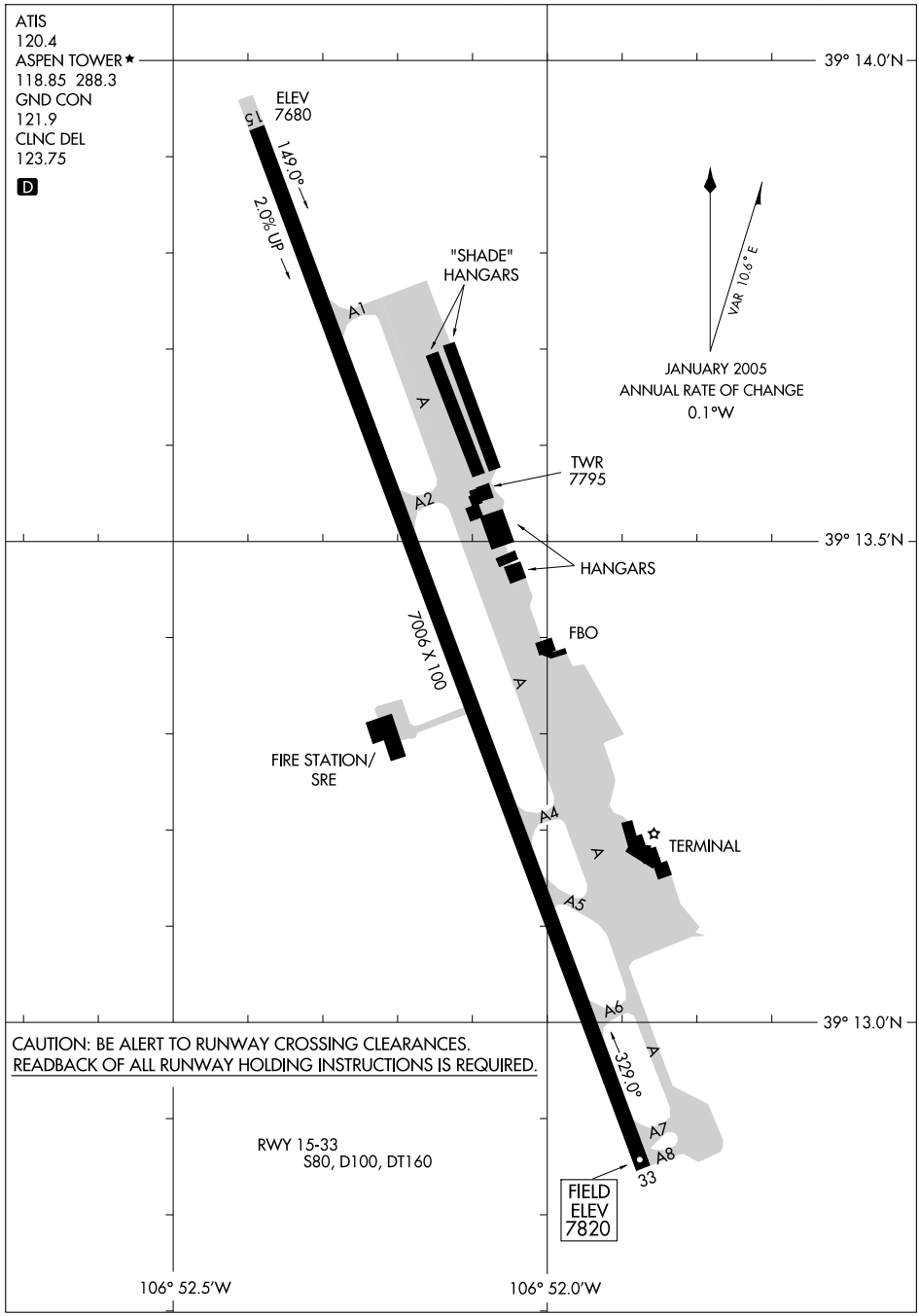
CATEGORY	A	B	C	D
CIRCLING	8020-1 485 (500-1)		8020-1½ 485 (500-1½)	8100-2 565 (600-2)

SW-1, 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

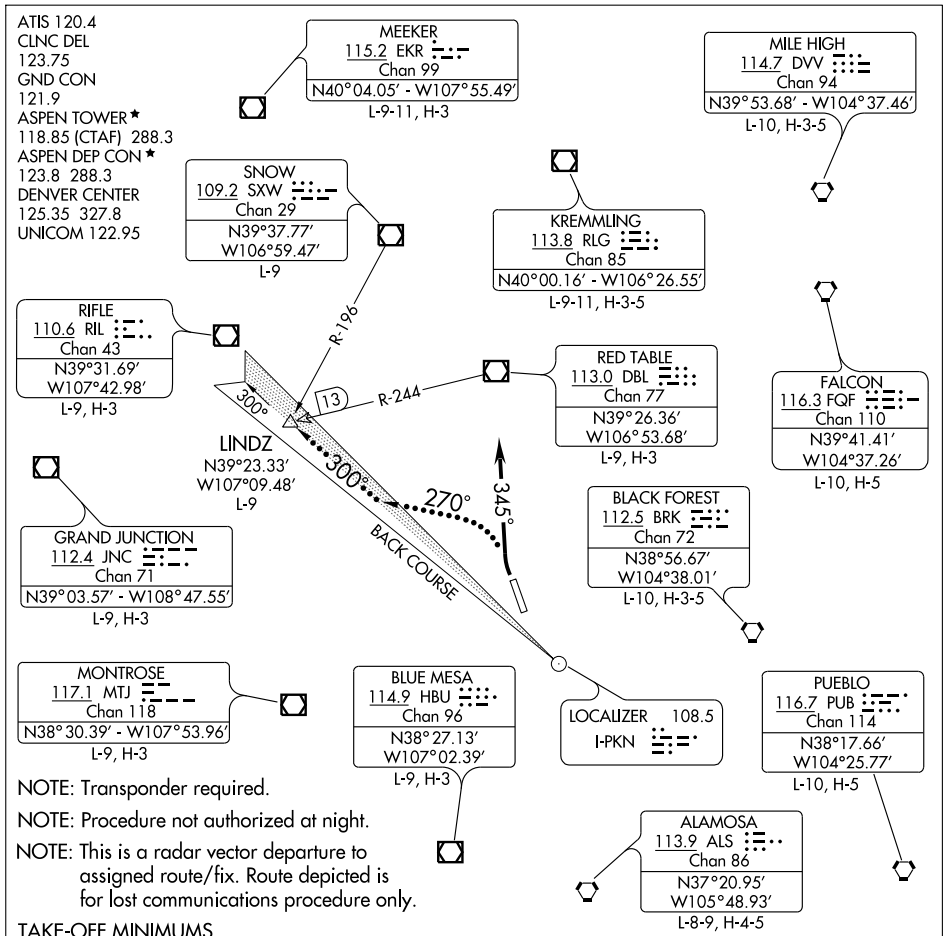
AL-5889 (FAA)

ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)
ASPEN, COLORADO



ASPEN THREE DEPARTURE SL-5889 (FAA)

ATIS 120.4
CLNC DEL
123.75
GND CON
121.9
ASPEN TOWER ★
118.85 (CTAF) 288.3
ASPEN DEP CON ★
123.8 288.3
DENVER CENTER
125.35 327.8
UNICOM 122.95



NOTE: Transponder required.

NOTE: Procedure not authorized at night.

NOTE: This is a radar vector departure to assigned route/fix. Route depicted is for lost communications procedure only.

NOTE: Chart not to scale.

TAKE-OFF MINIMUMS

RWY 33: 400-1 with minimum obstacle climb of 650′ per NM to 13000, ATC climb of 840′ per NM to 16000.

RWY 15: NA - terrain.

TAKE-OFF OBSTACLE NOTES

RWY 33: Multiple trees beginning 35′ from DER, 386′ right of centerline, up to 100′ AGL/7722′ MSL. Terrain, trees and bushes beginning 4′ from DER, 400′ left of centerline, 100′ AGL/7821′ MSL. Multiple trees and bushes begining 3484′ from DER, 752′ left of centerline, up to 100′ AGL/8179′ MSL.

DEPARTURE ROUTE DESCRIPTION

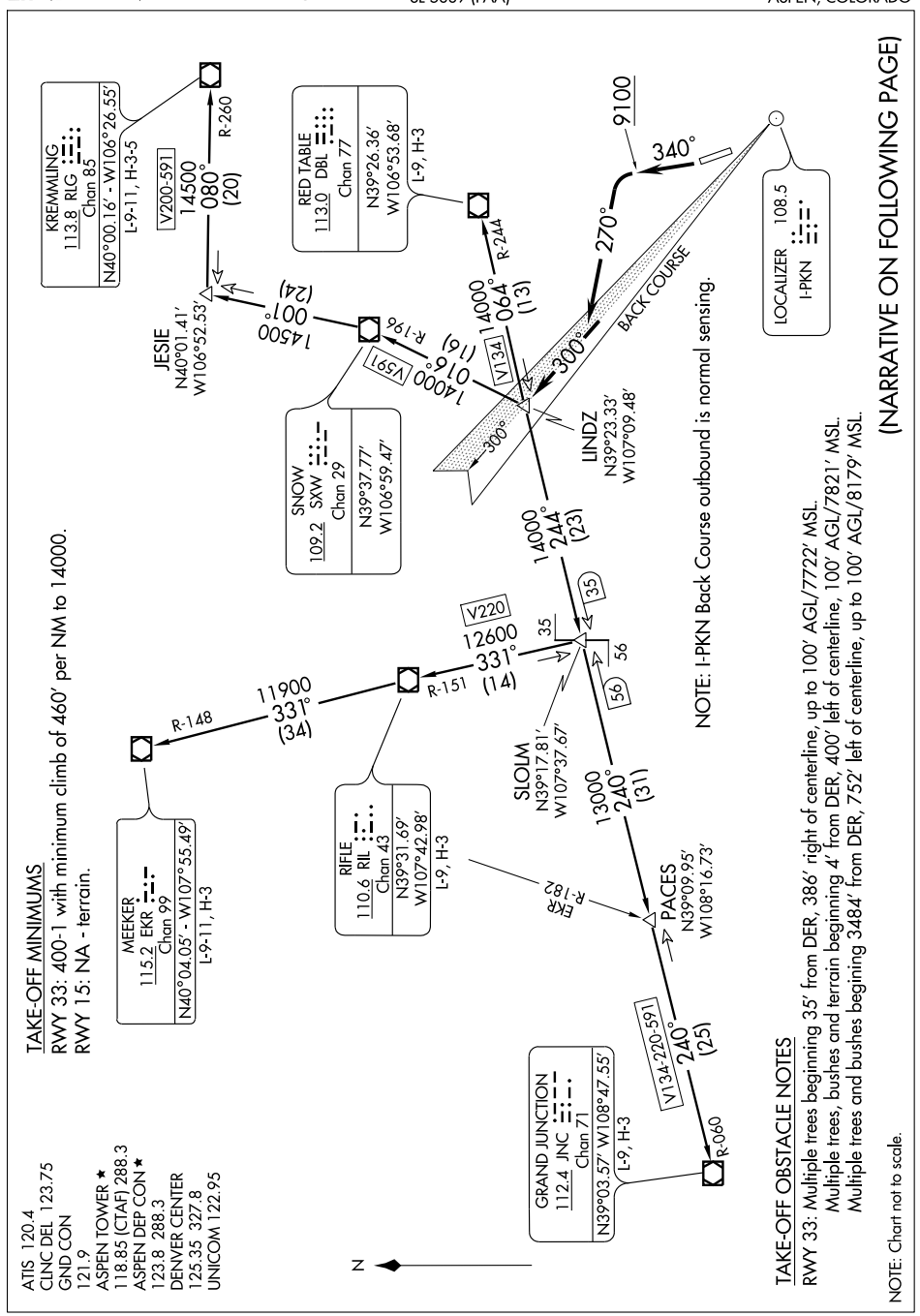
TAKE-OFF RUNWAY 33: Climbing right turn heading 345°, maintain 16000 or assigned altitude for radar vectors to assigned route/fix. Expect clearance to filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received for one minute after departure, turn left heading 270° to intercept and proceed via the I-PKN NW course (outbound) to LINDZ INT/DBL R-244/13 DME, thence via assigned fix/route.

LINDZ FIVE DEPARTURE

SL-5889 (FAA)

ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)
ASPEN, COLORADO



(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 33: Climb heading 340° to 9100, then a climbing left turn to 16000 heading 270° to intercept I-PKN NW course outbound to LINDZ INT/ DBL 13 DME. Then via assigned transition. Maintain 16000, expect clearance to filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received for one minute after departure, turn left heading 270° to intercept and proceed via the I-PKN NW course (outbound) to LINDZ INT/DBL 13 DME, then via assigned route/transition.

GRAND JUNCTION TRANSITION (LINDZ5.JNC): From over LINDZ INT via DBL R-244 and JNC R-060 to JNC VOR/DME.

KREMMLING TRANSITION (LINDZ5.RLG): From over LINDZ INT via SXW R-196 to SXW VOR/DME; then via SXW R-001 and RLG R-260 to RLG VOR/DME.

MEEKER TRANSITION (LINDZ5.EKR): From over LINDZ INT via DBL R-244 and RIL R-151 to RIL VOR/DME; then via RIL R-331 and EKR R-148 to EKR VOR/DME.

RED TABLE TRANSITION (LINDZ5.DBL): From over LINDZ INT via DBL R-244 to DBL VOR/DME.

RIFLE TRANSITION (LINDZ5.RIL): From over LINDZ INT via DBL R-244 and RIL R-151 to RIL VOR/DME.

SW-1. 14 JAN 2010 to 11 FEB 2010

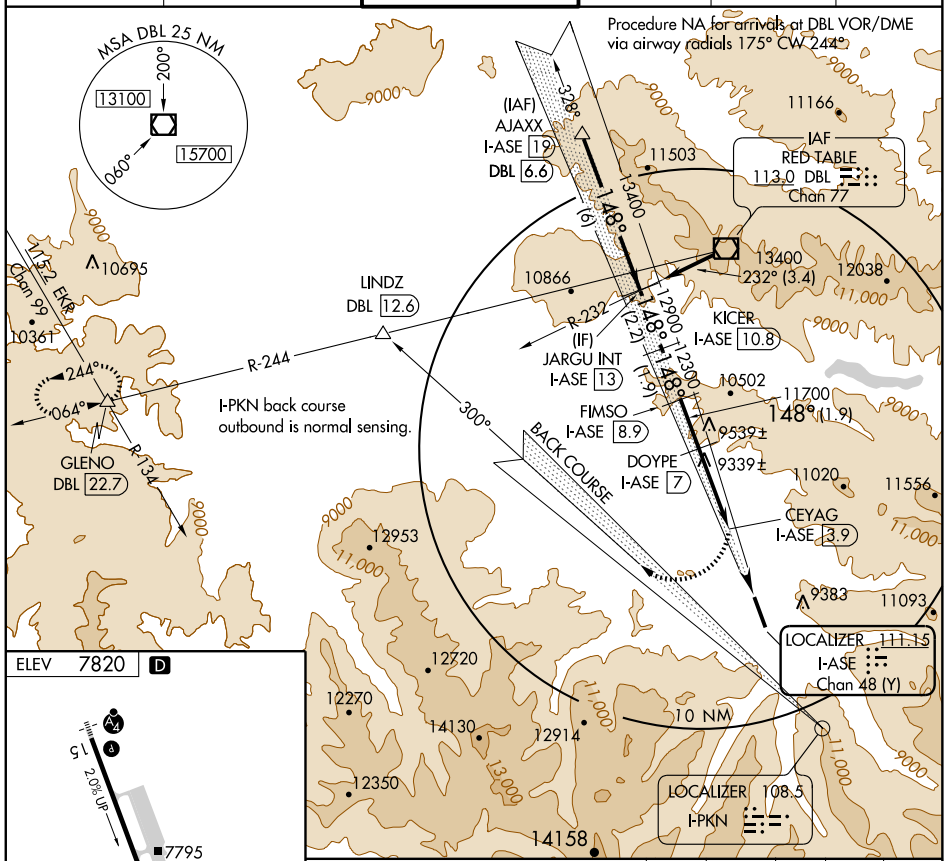
LOC/DME I-ASE 111.15 Chan 48 (Y)	APP CRS 148°	Rwy ldg N/A TDZE N/A Apt Elev 7820

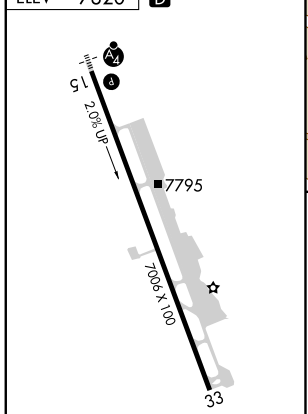
LOC/DME-E
ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)

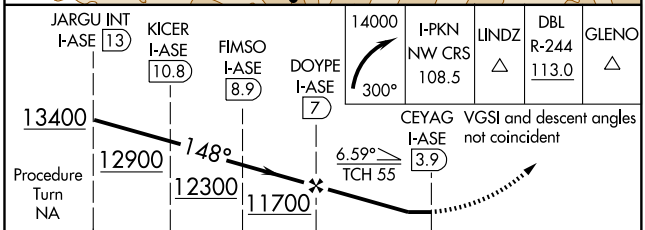
NA Procedure not authorized at night.

MISSED APPROACH: Climbing right turn to 14000 via heading 300° and I-PKN northwest course (300°) to LINDZ INT/DBL 12.6 DME and DBL VOR/DME R-244 to GLENO INT/DBL 22.7 DME and hold.

ATIS	ASPEN APP CON ★	ASPEN TOWER ★	GND CON	CLNC DEL	UNICOM
120.4	123.8 288.3	118.85 (CTAF) L 288.3	121.9	123.75	122.95







CATEGORY	A	B	C	D
CIRCLING	9840-3 2020 (2100-3)	10020-3 2200 (2200-3)	10140-3 2320 (2400-3)	NA

REIL Rwy 33 L
MIRL Rwy 15-33

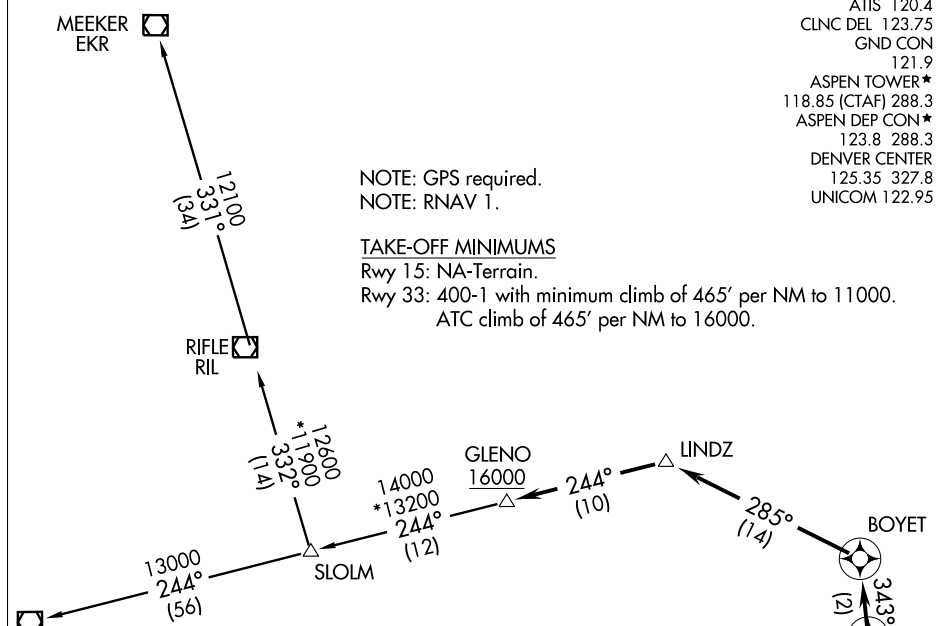
PITKN ONE DEPARTURE (RNAV)

ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)
ASPEN, COLORADO

ATIS 120.4
CLNC DEL 123.75
GND CON 121.9
ASPEN TOWER★ 118.85 (CTAF) 288.3
ASPEN DEP CON★ 123.8 288.3
DENVER CENTER 125.35 327.8
UNICOM 122.95

NOTE: GPS required.
NOTE: RNAV 1.

TAKE-OFF MINIMUMS
Rwy 15: NA-Terrain.
Rwy 33: 400-1 with minimum climb of 465′ per NM to 11000.
ATC climb of 465′ per NM to 16000.



TAKE-OFF OBSTACLE NOTES
Rwy 33: Multiple trees beginning 35′ from DER, 386′ right of centerline, up to 100′ AGL/7722′ MSL.
Multiple trees, bushes, and terrain beginning 4′ from DER, 400′ left of centerline, 100′ AGL/7821′ MSL.
Multiple trees and bushes beginning 3484′ from DER, 752′ left of centerline, up to 100′ AGL/8179′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 33: Climb to 16000 direct ADINY, and via 343° track to BOYET, and via 285° track to LINDZ, and via 244° track to GLENO, thence. . . .

. . . .via transition or assigned route, expect clearance to filed altitude 10 minutes after departure.

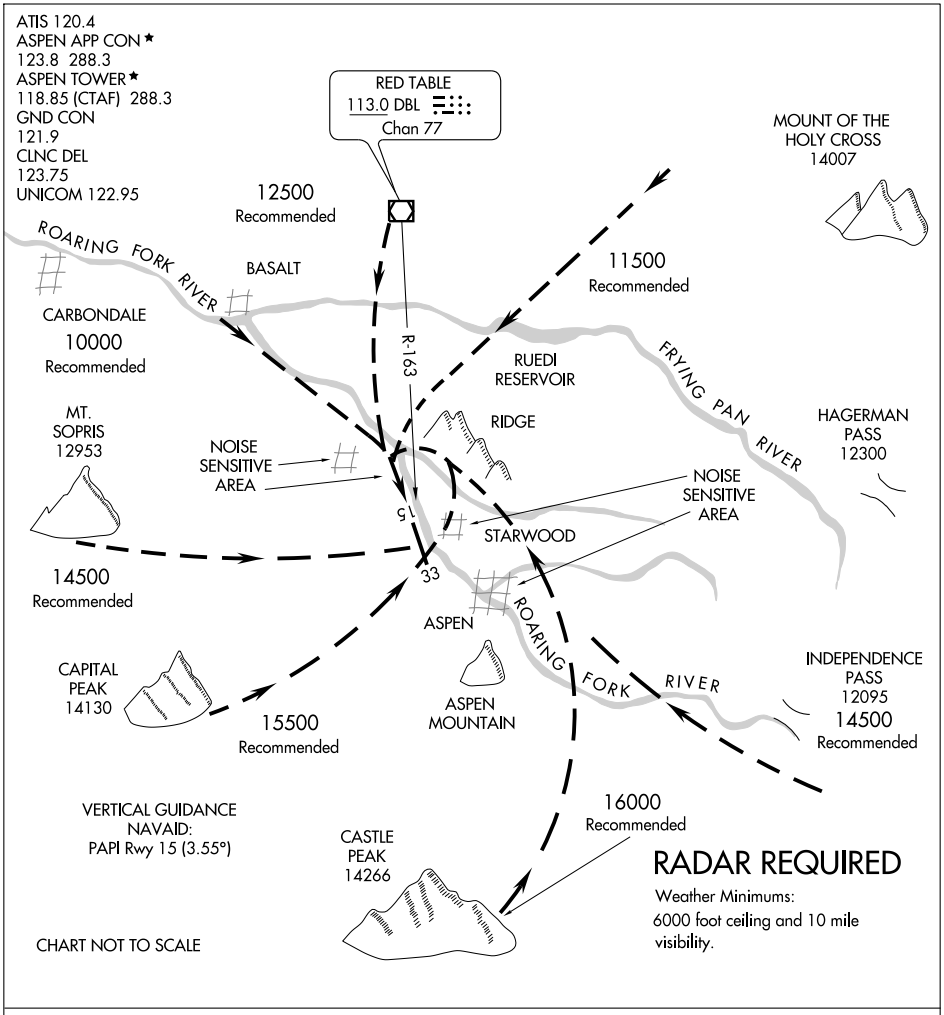
GRAND JUNCTION TRANSITION (PITKN1.JNC)

MEEKER TRANSITION (PITKN1.EKR)

RIFLE TRANSITION (PITKN1.RIL)

ROARING FORK VISUAL RWY 15

ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)
ASPEN, COLORADO

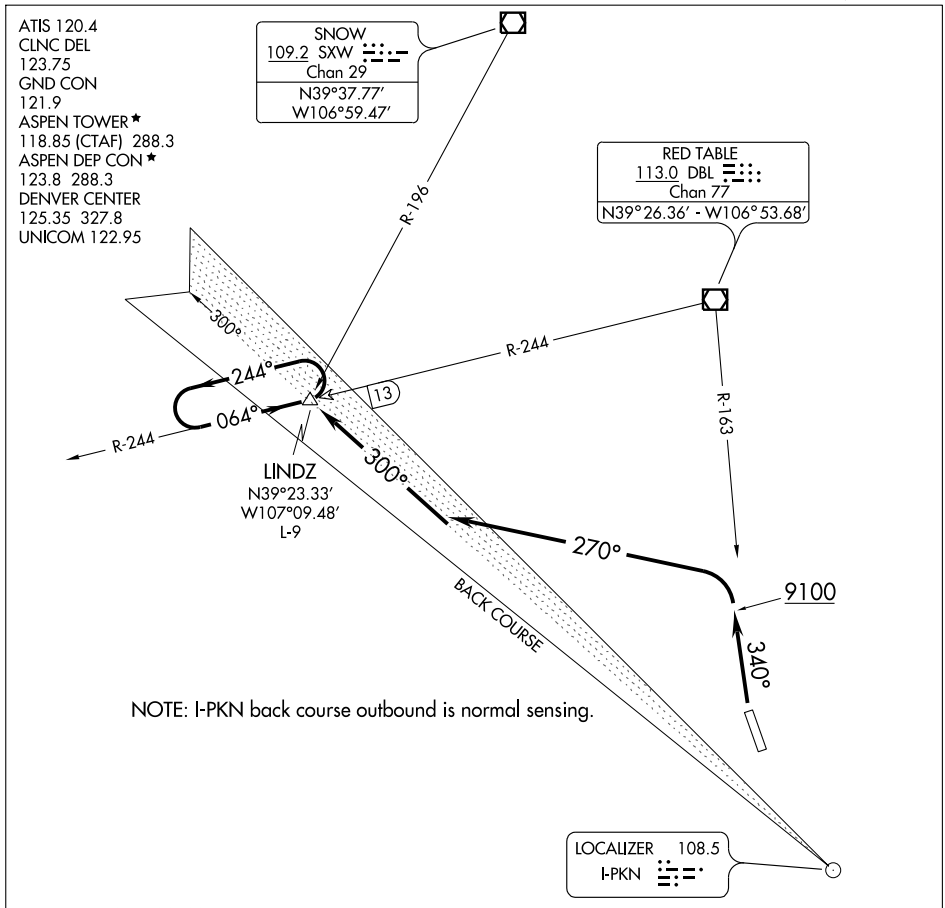


ROARING FORK VISUAL RWY 15

Procedure not authorized at night.
When visual approaches to Runway 15 are in progress, clearances will be given utilizing in part the following phraseology:
"(IDENT) cleared for a ROARING FORK VISUAL Approach to Runway 15."

SARDD ONE DEPARTURE (OBSTACLE)

ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)
ASPEN, COLORADO



NOTE: I-PKN back course outbound is normal sensing.

TAKE-OFF MINIMUMS

RWY 33: 400-1 with minimum climb of 460′ per NM to 14000 or 4300-3 for climb in visual conditions.
RWY 15: NA - terrain.

TAKE-OFF OBSTACLE NOTES

RWY 33: Multiple trees beginning 35′ from DER, 386′ right of centerline, up to 100′ AGL/7722′ MSL.
Multiple trees, bushes and terrain beginning 4′ from DER, 400′ left of centerline, 100′ AGL/7821′ MSL.
Multiple trees and bushes begining 3484′ from DER, 752′ left of centerline, up to 100′ AGL/8179′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 33: Climb heading 340° to 9100, then a climbing left turn to 16000 heading 270°, to intercept I-PKN NW course outbound to LINDZ INT/DBL 13 DME. Climb in LINDZ holding pattern to cross LINDZ at or above 16000 before proceeding enroute, or for climb in visual conditions: cross Aspen Airport northbound at or above 11900 then via DBL R-163 to DBL VOR/DME.

VOR/DME DBL 113.0 Chan 77	APP CRS 164°	Rwy ldg N/A TDZE N/A Apt Elev 7820

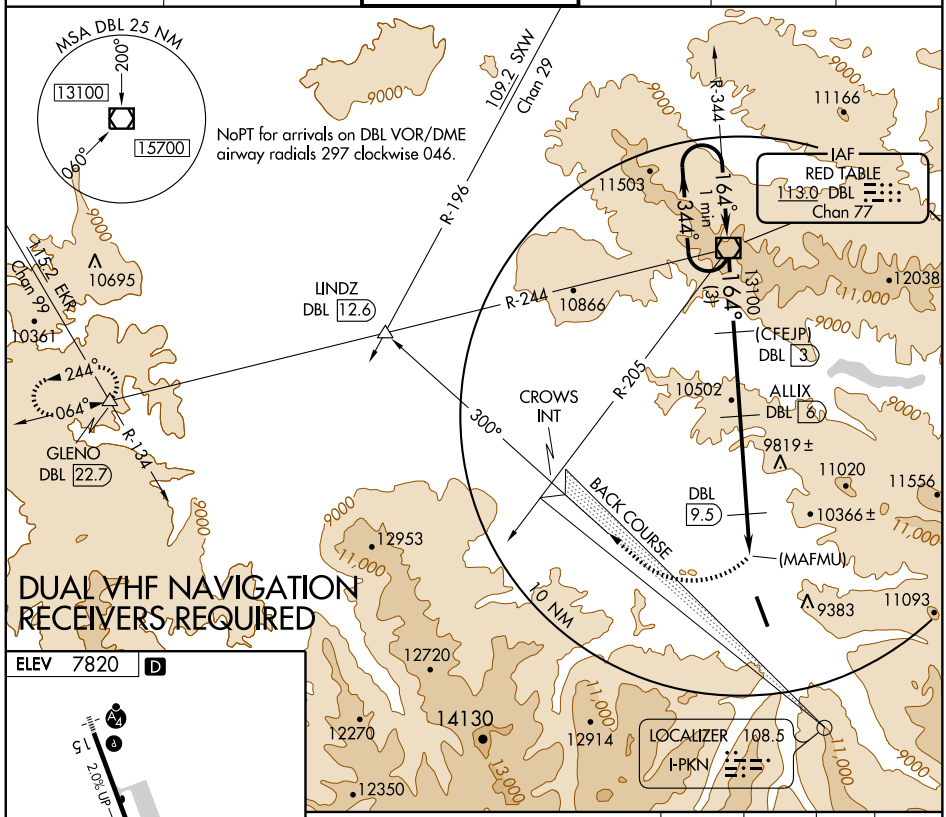
VOR/DME or GPS-C

ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)

T NA Obtain local altimeter setting on CTAF. When not received, procedure not authorized. Procedure not authorized at night.

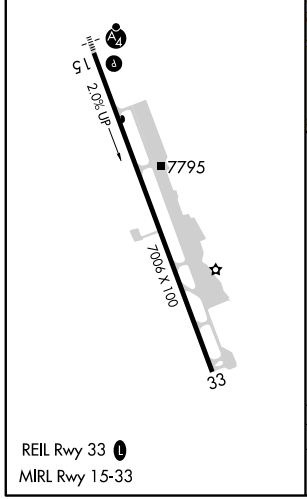
MISSED APPROACH: Climbing right turn to 14000 via heading 300° to intercept and proceed via I-PKN northwest course (300°) and DBL VOR/DME R-244 to GLENO Int/DBL 22.7 DME and hold.

ATIS	ASPEN APP CON ★	ASPEN TOWER ★	GND CON	CLNC DEL	UNICOM
120.4	123.8 288.3	118.85 (CTAF) L 288.3	121.9	123.75	122.95



DUAL VHF NAVIGATION RECEIVERS REQUIRED

ELEV 7820 D

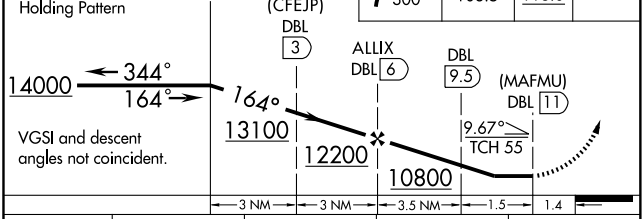


REIL Rwy 33 L
MIRL Rwy 15-33

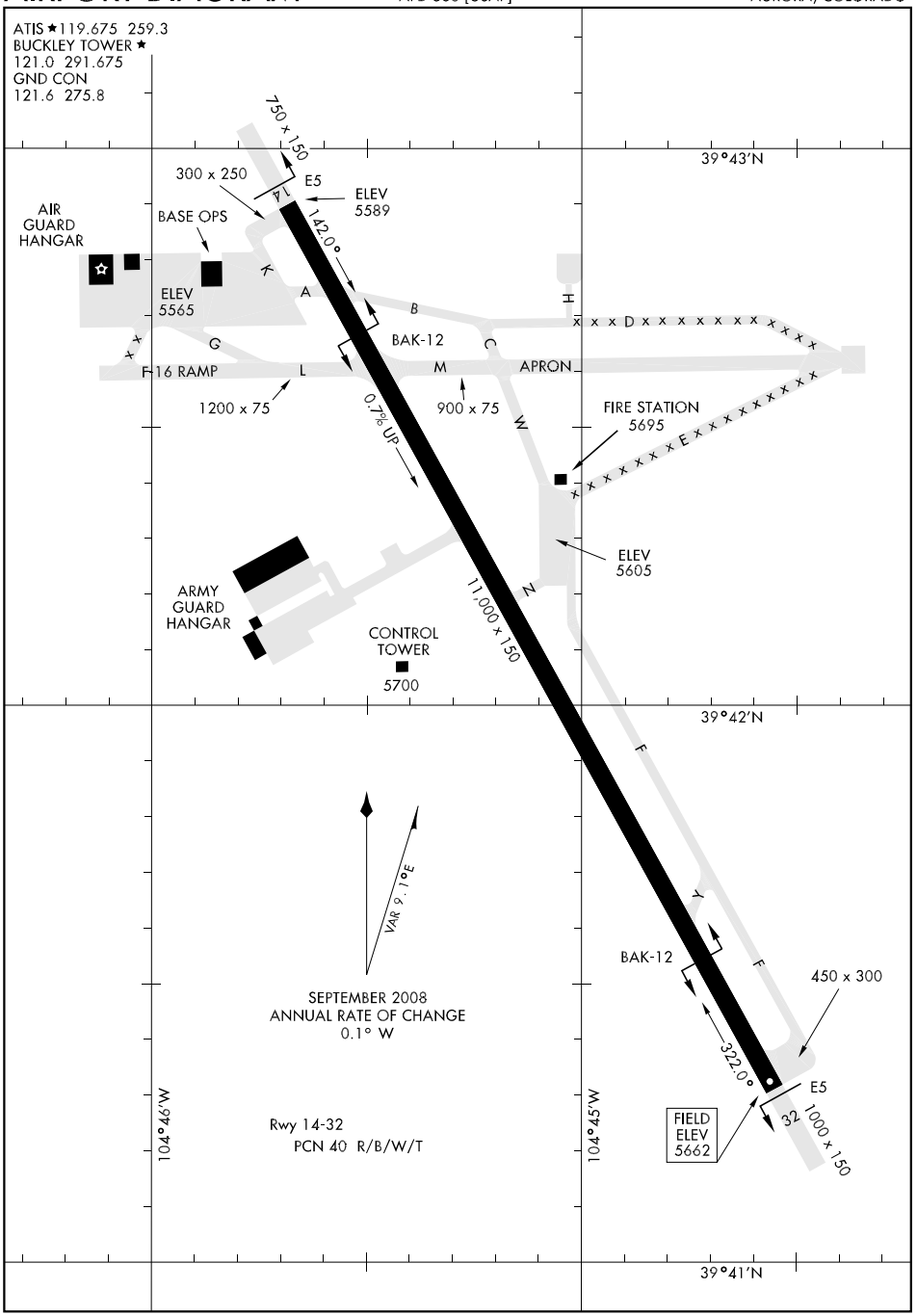
14000 ↗ 300°	I-PKN NW CRS 108.5	DBL R-244 113.0	GLENO △

One Minute Holding Pattern

VGSI and descent angles not coincident.



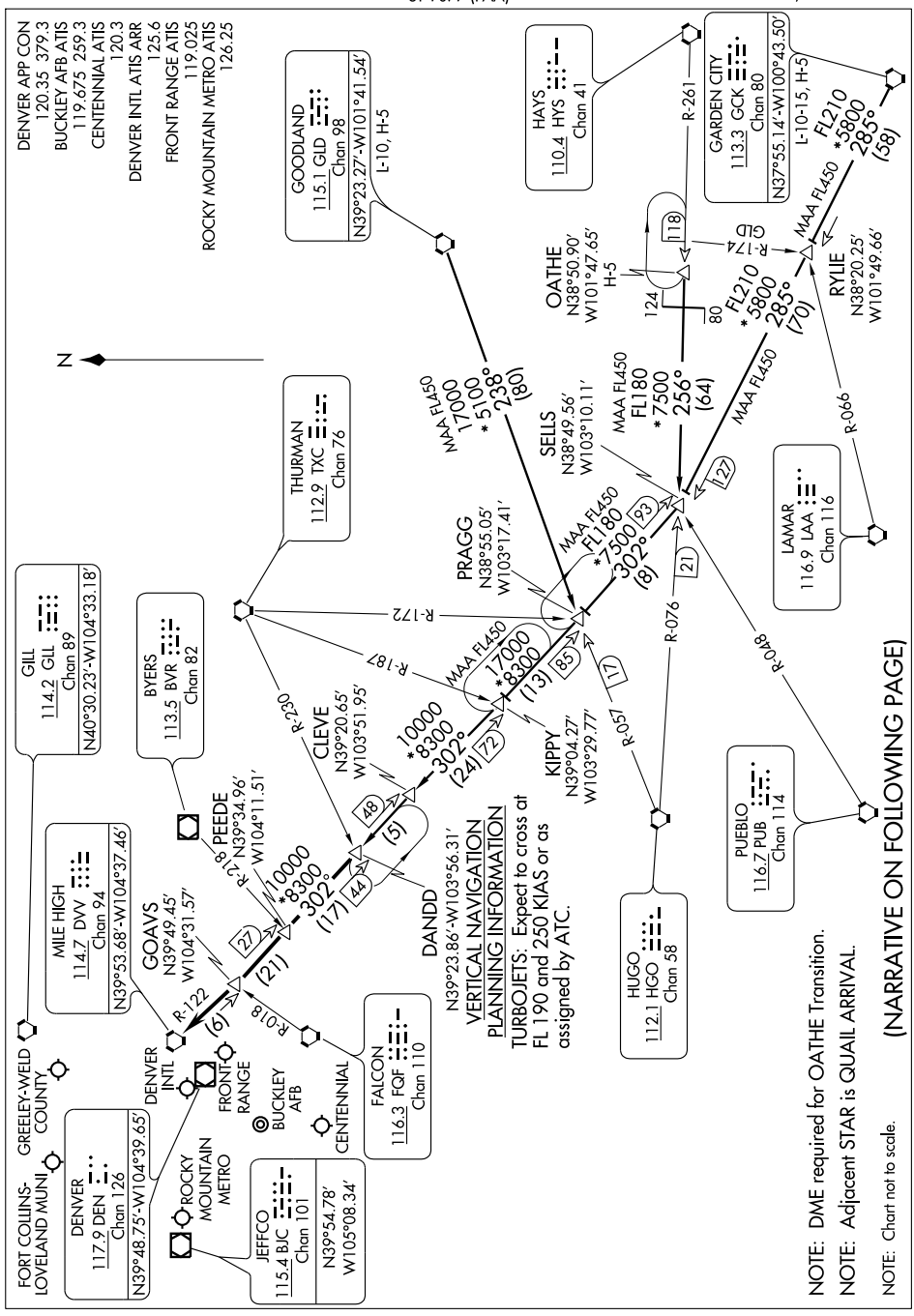
CATEGORY	A	B	C	D
CIRCLING	10200-2 2380 (2400-2)		10200-3 2380 (2400-3)	NA


ATIS ★119.675 259.3
BUCKLEY TOWER ★
121.0 291.675
GND CON
121.6 275.8
39°43′N
39°42′N
39°41′N
104°46′W
104°45′W
750 x 150
300 x 250
E5
ELEV
5589
AIR
GUARD
HANGAR
BASE OPS
142.0°
ELEV
5565
BAK-12
F16 RAMP
APRON
1200 x 75
900 x 75
0.7% UP
FIRE STATION
5695
ELEV
5605
ARMY
GUARD
HANGAR
11,000 x 150
CONTROL
TOWER
5700
VAR 9.7°E
SEPTEMBER 2008
ANNUAL RATE OF CHANGE
0.1° W
Rwy 14-32
PCN 40 R/B/W/T
BAK-12
450 x 300
322.0°
E5
32
1000 x 150
FIELD
ELEV
5662

DANDD FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



NOTE: DME required for OATHE Transition.

NOTE: Adjacent STAR is QUAIL ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DANDD FIVE ARRIVAL

ARRIVAL DESCRIPTION

GARDEN CITY TRANSITION (GCK.DANDD5): From over GCK VORTAC via GCK R-285 and DVV R-122 to DANDD INT. Thence....

GOODLAND TRANSITION (GLD.DANDD5): From over GLD VORTAC via GLD R-238 and HGO R-057 to PRAGG INT; then via DVV R-122 to DANDD INT. Thence....

OATHE TRANSITION (OATHE.DANDD5): From over OATHE INT via HYS R-261 and HGO R-076 to SELLS INT; then via DVV R-122 to DANDD INT. Thence....

....From over DANDD INT via DVV R-122 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1. 14 JAN 2010 to 11 FEB 2010

DENVER FIVE DEPARTURE

ATIS
119.675 259.3
CLNC DEL
121.6 275.8
DENVER DEP CON
128.45 251.075

TAKE-OFF MINIMUMS:
Rwy 14, 32: See appropriate military directive.

CHEYENNE
113.1 CYS
Chan 78
N41°12.66′
W104°46.37′
L-12, H-3-5

SIDNEY
115.9 SNY
Chan 106
N41°05.80′
W102°58.98′
L-10-12, H-5

LARAMIE
117.6 LAR
Chan 123
N41°20.27′-W105°43.26′
L-9-12, H-3-5

ROCK SPRINGS
116.0 OCS
Chan 107
N41°35.41′-W109°00.92′
L-11, H-3

GILL
114.2 GLL
Chan 89
N40°30.23′
W104°33.18′
L-10, H-5

AKRON
114.4 AKO
Chan 91
N40°09.33′-W103°10.78′
L-10, H-5

KREMMLING
113.8 RLG
Chan 85
N40°00.16′
W106°26.55′
L-9-11, H-3-5

MILE HIGH
114.7 DVV
Chan 94
N39°53.68′
W104°37.46′
L-10, H-3-5

THURMAN
112.9 TXC
Chan 76
N39°41.90′
W103°12.90′
L-10, H-5

HAYES CENTER
117.7 HCT
Chan 124
N40°27.24′-W100°55.42′
L-10, H-5

MEEKER
115.2 EKR
Chan 99
N40°04.05′-W107°55.49′
L-9-11, H-3

N

BLACK FOREST
112.5 BRK
Chan 72
N38°56.67′-W104°38.01′
L-10, H-3-5

FALCON
116.3 FQF
Chan 110
N39°41.41′
W104°37.26′
L-10, H-5

GOODLAND
115.1 GLD
Chan 98
N39°23.27′-W101°41.54′
L-10, H-5

GRAND JUNCTION
112.4 JNC
Chan 71
N39°03.57′-W108°47.55′
L-9, H-3

DENVER
117.9 DEN
Chan 126
N39°48.75′ W104°39.65′
L-10, H-3-5

HUGO
112.1 HGO
Chan 58
N38°49.05′-W103°37.28′
L-10, H-5

BLUE MESA
114.9 HBU
Chan 96
N38°27.13′-W107°02.39′
L-9, H-3

PUEBLO
116.7 PUB
Chan 114
N38°17.66′-W104°25.77′
L-10, H-5

GARDEN CITY
113.3 GCK
Chan 80
N37°55.15′-W100°43.51′
L-10-15, H-5

(Continued on next page)

NOTE: RADAR REQUIRED
NOTE: Chart not to scale.

DENVER FIVE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7,000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

SW-1. 14 JAN 2010 to 11 FEB 2010

HI-ILS RWY 32

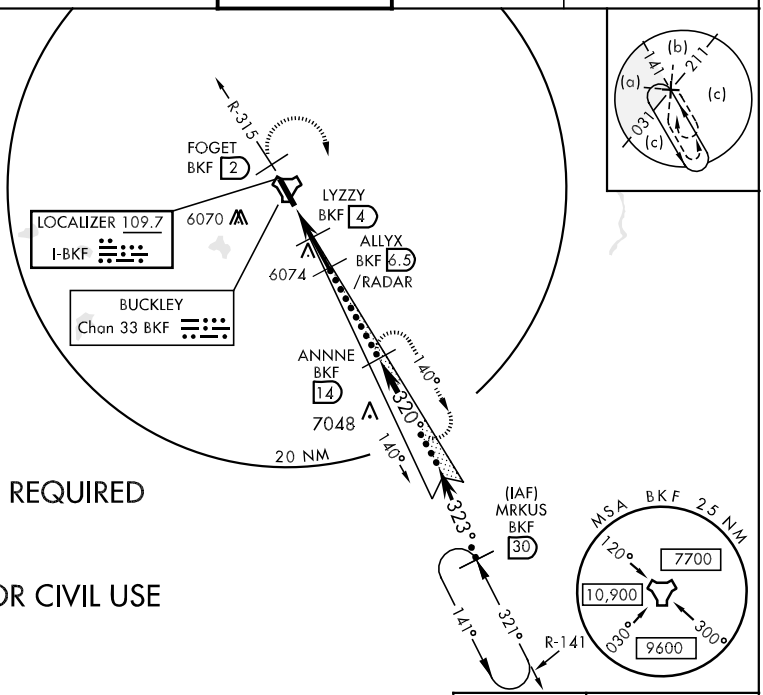
LOC I-BKF 109.7	APCH CRS ILS 320°	Rwy ldg 11,000 TDZE 5662 Arpt Elev 5662	JAL-538 [USAF]	BUCKLEY AFB (BKF)

* When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ miles.
** When ALS inop, increase CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.

ALSF-1

MISSED APPROACH: Climb to 8200 via BKF R-315 to FOGET (2 DME),then climbing right turn to ANNNE (BKF R-140/14 DME) and hold.

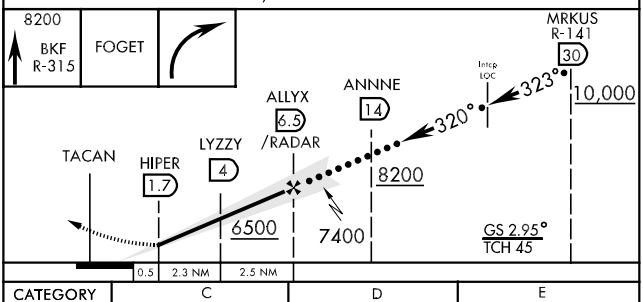
ATIS ★	DENVER APP CON	BUCKLEY TOWER ★	GND CON	CLNC DEL
119.675 259.3	128.45 251.075	121.0 291.675	121.6 275.8	121.6 275.8

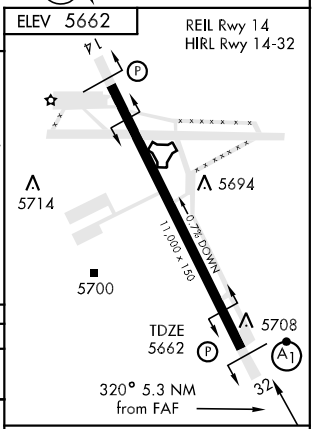


RADAR REQUIRED

NOT FOR CIVIL USE

EMERG SAFE ALT 100 NM 16,500





CATEGORY	C	D	E
S-ILS 32 *	5862/24 200 (200-½)		
S-LOC 32 **	6280/60 618 (700-1¼)	6280-1½ 618 (700-1½)	6280-1¾ 618 (700-1¾)
CIRCLING	6280-1¾ 618 (700-1¾)	6300-2 638 (700-2)	6500-3 838 (900-3)

LOC FAF to MAP 4.8 NM

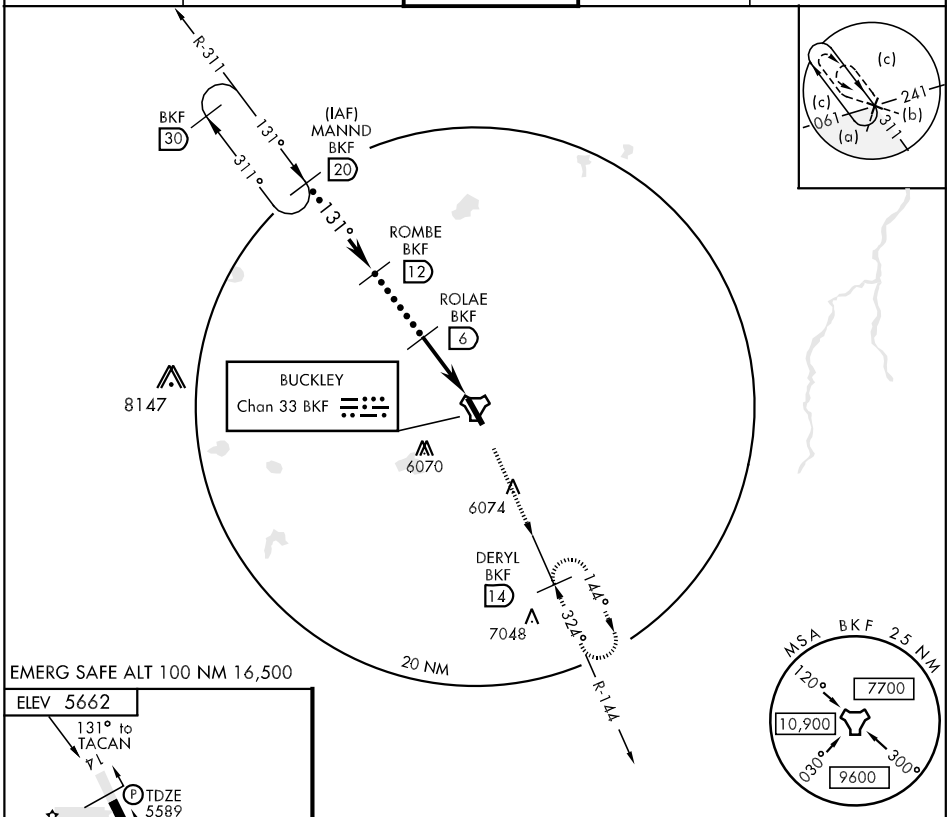
Knots	90	120	150	180	200
Min:Sec	3:12	2:24	1:55	1:36	1:26

HI-TACAN RWY 14

TACAN BKF Chan 33	APCH CRS 131°	Rwy ldg 11,000 TDZE 5589 Arpt Elev 5662	JAL-538 [USAF]	BUCKLEY AFB (BKF)

MISSED APPROACH: Climb to 8300 out R-144 to DERYL (BKF R-144/14 DME) and hold.

ATIS ★	DENVER APP CON	BUCKLEY TOWER ★	GND CON	CLNC DEL
119.675 259.3	128.45 251.075	121.0 291.675	121.6 275.8	121.6 275.8



FAF to MAP 4.9 NM				
Knots	90	120	150	180	200
Min:Sec	3:12	2:24	1:55	1:36	1:26

CATEGORY	C	D	E
S-14	5980-1 318 (400-1)	5980-1¼ 318 (400-1¼)	5980-1½ 318 (400-1½)
CIRCLING	6220-1½ 558 (600-1½)	6300-2 638 (700-2)	6500-3 838 (900-3)

HI-TACAN RWY 32

TACAN BKF Chan 33	APCH CRS 324°	Rwy ldg 11,000 TDZE 5662 Arpt Elev 5662

JAL-538 [USAF]

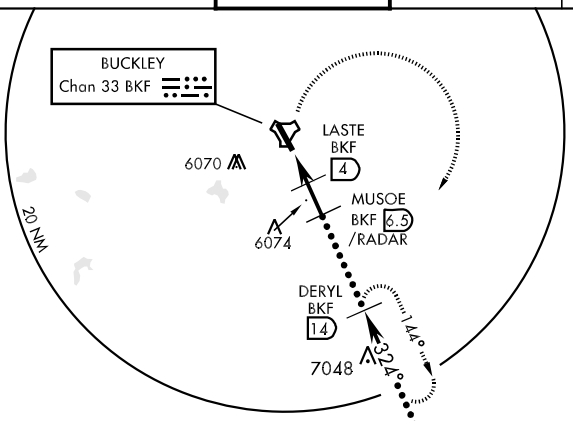
BUCKLEY AFB (KBKF)

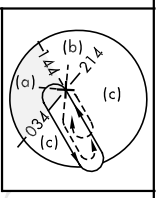
* When ALS inop, increase CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.

ALSF-1

MISSED APPROACH: Climbing right turn to 8300 to DERYL (BKF R-144/14 DME) and hold.

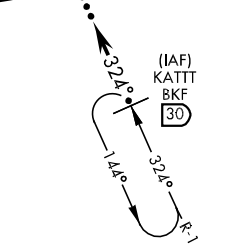
ATIS *	DENVER APP CON	BUCKLEY TOWER *	GND CON	CLNC DEL
119.675 259.3	128.45 251.075	121.0 291.675	121.6 275.8	121.6 275.8

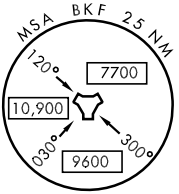




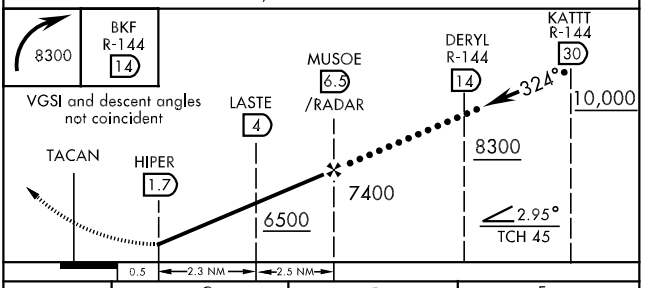
RADAR REQUIRED

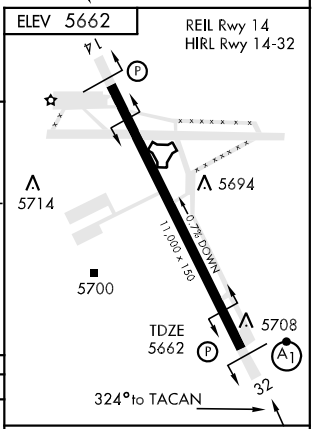
NOT FOR CIVIL USE





EMERG SAFE ALT 100 NM 16,500





CATEGORY	C	D	E
S-32 *	6280/60 618 (700-1¼)	6280-1½ 618 (700-1½)	6280-1¾ 618 (700-1¾)
CIRCLING	6280-1 ¾ 618 (700-1¾)	6300-2 638 (700-2)	6500-3 838 (900-3)

LOC FAF to MAP 4.8 NM

Knots	90	120	150	180	200
Min:Sec	3:12	2:24	1:55	1:36	1:26

ILS RWY 32

LOC I-BKF 109.7	APCH CRS ILS 320°	Rwy ldg 11,000 TDZE 5662 Arpt Elev 5662	AL-538 [USAF]	BUCKLEY AFB (BKF)

T * When ALS inop, increase CAT ABCDE RVR to 40 and vis to ¾ miles.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles, and CAT E vis to 2¼ miles.

ALSF-1

MISSED APPROACH: Climb to 8200 via BKF R-315 to FOGET (2 DME) then climbing right turn to BKF R-140/14 DME (ANNNE) and hold.

ATIS ★	DENVER APP CON	BUCKLEY TOWER ★	GND CON	CLNC DEL
119.675 259.3	128.45 251.075	121.0 291.675	121.6 275.8	121.6 275.8

NOT FOR CIVIL USE

RADAR REQUIRED

BUCKLEY Chan 33 BKF

LOCALIZER 109.7 I-BKF

R-315

FOGET BKF 2

6070

LYZZY BKF 4

6236

6074

ALLYX BKF 6.5 /RADAR

320°

140°

10 NM

(IAF) ANNNE BKF 14

140°

320°

7048

R-140

MSA BKF 25 NM

120° 7700

10,900

030° 300°

9600

EMERG SAFE ALT 100 NM 16,500

8200 BKF R-315

FOGET

ANNNE R-140 14

ALLYX 6.5 /RADAR

LYZZY 4

HIPER 1.7

TACAN

320°

140° 8200

320°

6500

7400

GS 2.95° TCH 45

0.5 2.3 NM 2.5 NM

ELEV 5662

14

5714

5694

0.7% DOWN

11,000 × 150

5700

TDZE 5662

5708

32

HIRL Rwy 14-32
REIL Rwy 14

320° 5.3 NM from FAF

CATEGORY	A	B	C	D	E
S-ILS 32 *	5862/24 200 (200-½)				
S-LOC 32 **	6280/24 618 (700-½)		6280/60 618(700-1¼)	6280-1½ 618(700-1½)	6280-1¾ 618(700-1¾)
CIRCLING	6280-1 618 (700-1)		6280-1¾ 618(700-1¾)	6300-2 638(700-2)	6500-3 838 (900-3)

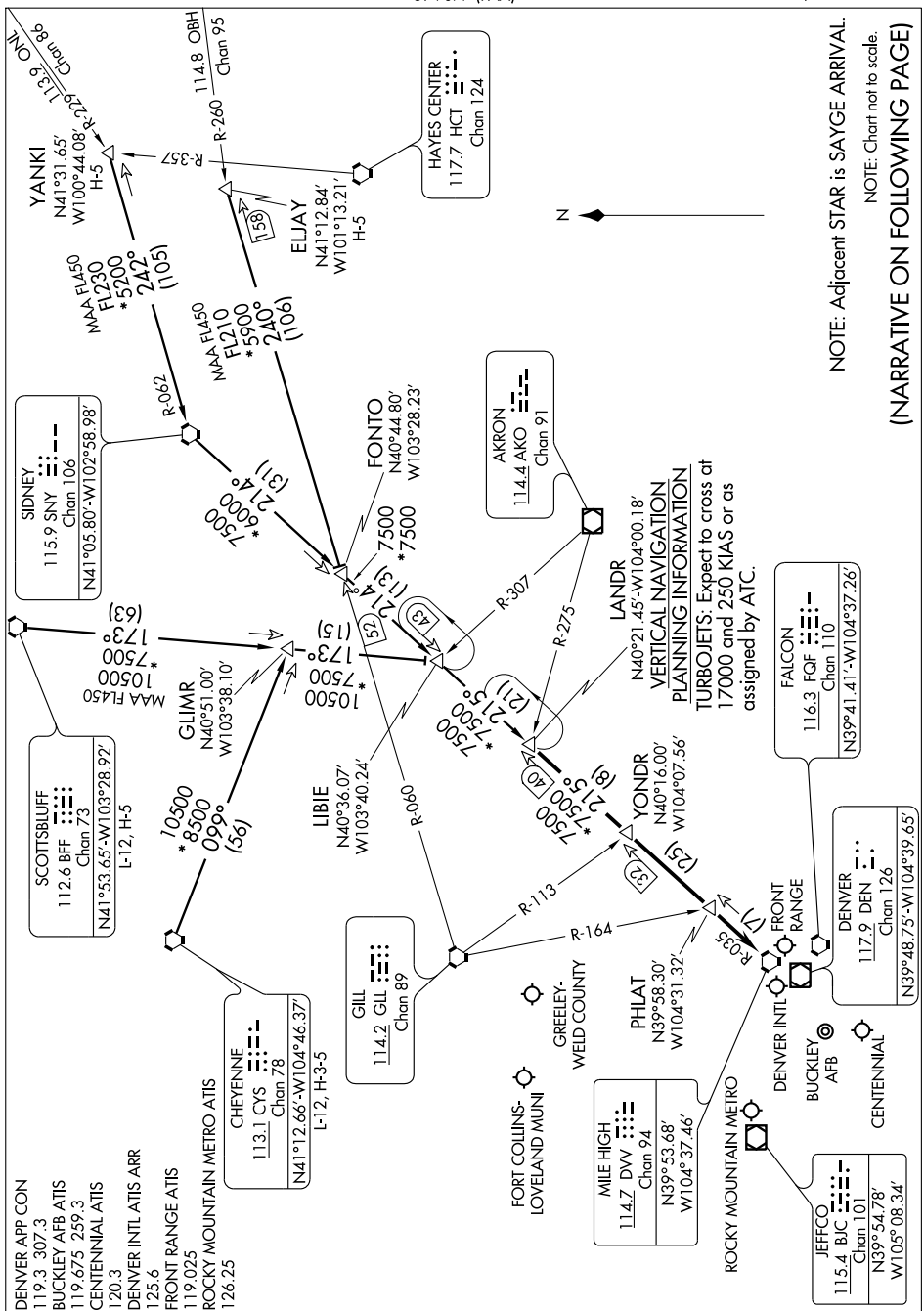
LOC FAF to MAP 4.8 NM					
Knots	90	120	150	180	200
Min:Sec	3:12	2:24	1:55	1:36	1:26

(LANDR.LANDR5) 07298

LANDR FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.LANDR5): From over CYS VORTAC via CYS R-099 and BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

ELJAY TRANSITION (ELJAY.LANDR5): From over ELJAY INT via GLL R-060 to FONTO INT, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

SCOTTSBLUFF TRANSITION (BFF.LANDR5): From over BFF VORTAC via BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

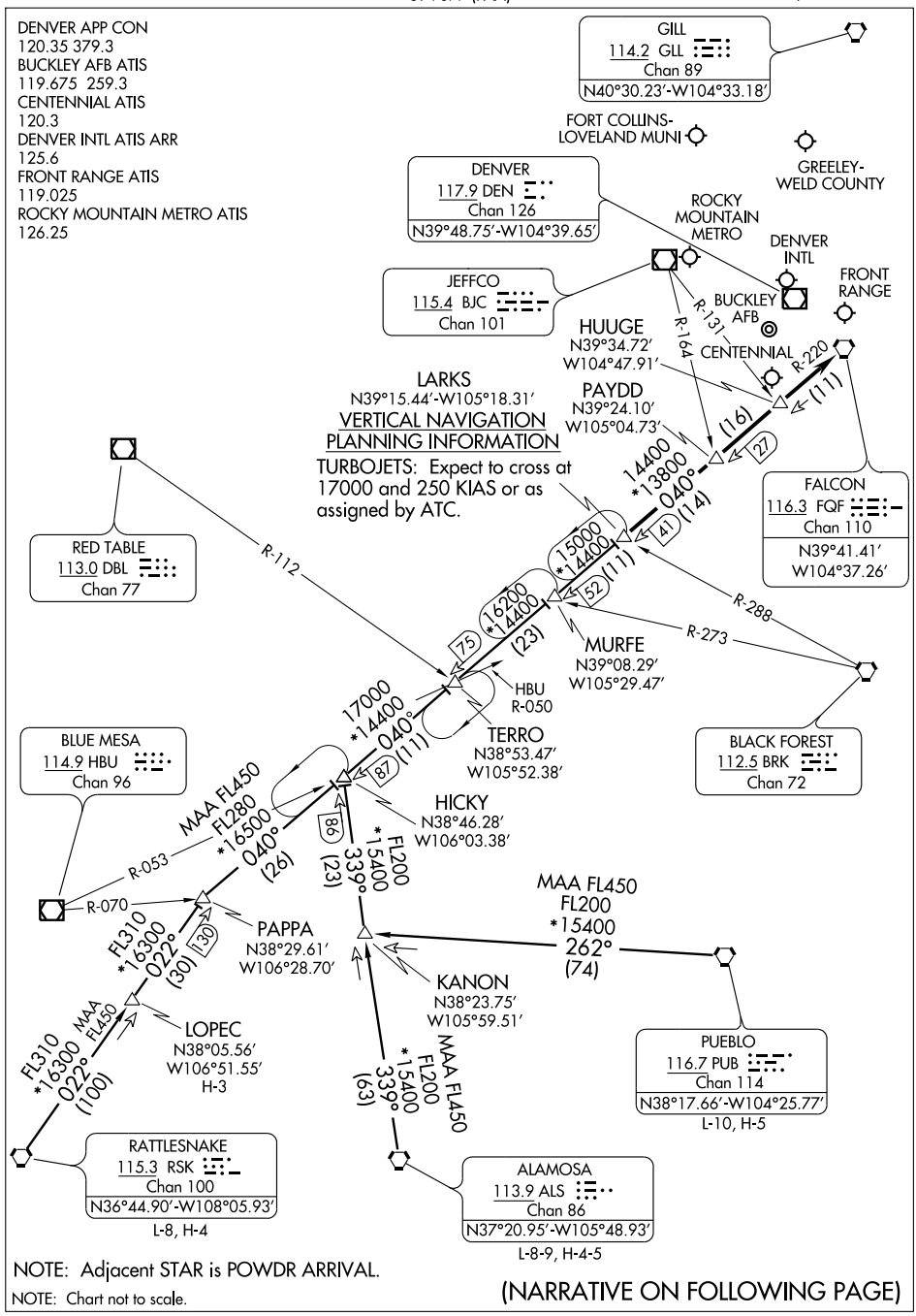
YANKI TRANSITION (YANKI.LANDR5): From over YANKI INT via SNY R-062 to SNY VORTAC, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

....From over LANDR INT via DVV R-035 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

LARKS SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



NOTE: Adjacent STAR is POWDR ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 14 JAN 2010 to 11 FEB 2010

LARKS SIX ARRIVAL

ARRIVAL DESCRIPTION

ALAMOSA TRANSITION (ALS.LARKS6): From over ALS VORTAC via ALS R-339 and FQF R-220 to LARKS INT. Thence....

LOPEC TRANSITION (LOPEC.LARKS6): From over LOPEC INT via RSK R-022 and FQF R-220 to LARKS INT. Thence....

PUEBLO TRANSITION (PUB.LARKS6): From over PUB VORTAC via PUB R-262 to KANON INT; then via ALS R-339 and FQF R-220 to LARKS INT. Thence....

RATTLESNAKE TRANSITION (RSK.LARKS6): From over RSK VORTAC via RSK R-022 and FQF R-220 to LARKS INT. Thence....

....From over LARKS INT via FQF R-220 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

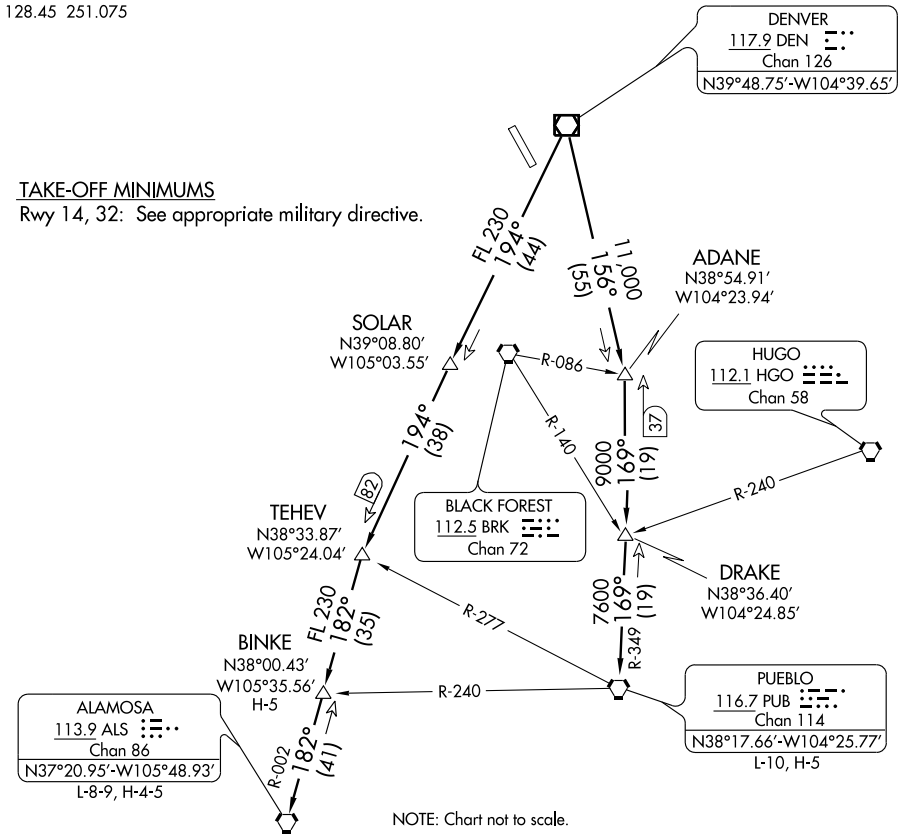
SW-1. 14 JAN 2010 to 11 FEB 2010

PIKES FOUR DEPARTURE

SL-538 (FAA)

AURORA/ BUCKLEY AFB (BKF)
AURORA, COLORADO

ATIS
119.675 259.3
CLNC DEL
121.6 275.8
DENVER DEP CON
128.45 251.075



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

ALAMOSA TRANSITION (PIKES4.ALS): From over DEN VOR/DME via DEN R-194 and ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES4.BINKE): From over DEN VOR/DME via DEN R-194 and ALS R-002 to BINKE INT.

PUEBLO TRANSITION (PIKES4.PUB): From over DEN VOR/DME via DEN R-156 and PUB R-349 to PUB VORTAC.

PLAINS FOUR DEPARTURE

ATIS
119.675 259.3
CLNC DEL
121.6 275.8
DENVER DEP CON
128.45 251.075

AKRON
114.4 AKO
Chan 91
N40°09.33′-W103°10.79′
L-10, H-5

ASHBY
N40°19.03′
W102°00.09′
L-10,H-5

HAYES CENTER
117.7 HCT
Chan 124
N40°27.24′-W100°55.42′
L-10, H-5

MC COOK
115.3 MCK
Chan 100
N40°12.23′-W100°35.65′
L-10, H-5

GOODLAND
115.1 GLD
Chan 98
N39°23.27′-W101°41.54′
L-10, H-5

GARDEN CITY
113.3 GCK
Chan 80
N37°55.14′-W100°43.50′
L-10-15, H-5

DENVER
117.9 DEN
Chan 126
N39°48.75′-W104°39.65′

THURMAN
112.9 TXC
Chan 76
N39°41.90′-W103°12.90′
L-10, H-5

EEONS
N40°01.29′
W103°46.18′

EMMYS
N39°53.03′
W103°44.09′

EXTAN
N39°44.60′-W103°45.43′

EPKEE
N39°35.57′
W103.47.97′

TEKMY
N39°58.57′
W102°21.21′

BELKE
N40°01.38′
W102°00.51′
H-5

CABET
N39°35.65′
W102°00.65′
H-5

WEEDS
N39°06.72′
W102°00.78′

6500
066°
(55)

(50)

R-250

061°
(28)

R-241

8000
062°
(43)

FL 210
073°
(43)

8000
084°
(42)

FL 230
097°
(42)

073°
(64)

107

FL 210
073°
(16)

FL 210
073°
(66)

R-253

084°
(25)

R-264

7000
084°
(56)

R-298

7000
092°
(73)

R-273

097°
(88)

130

FL 230
129°
(94)

R-309

N

TAKE-OFF MINIMUMS
Rwy 14, 32: See appropriate military directive.

NOTE: RADAR REQUIRED.
NOTE: Chart not to scale.

(Continued on next page)

PLAINS FOUR DEPARTURE

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7,000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

AKRON TRANSITION (PLAIN4.AKO): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME.

ASHBY TRANSITION (PLAIN4.ASHBY): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to ASHBY INT.

BELKE TRANSITION (PLAIN4.BELKE): From over DEN VOR/DME via DEN R-073 and MCK R-253 to BELKE INT.

CABET TRANSITION (PLAIN4.CABET): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-084 to CABET INT.

GARDEN CITY TRANSITION (PLAIN4.GCK): From over DEN VOR/DME via DEN R-097 and GCK R-309 to GCK VORTAC.

GOODLAND TRANSITION (PLAIN4.GLD): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-092 and GLD R-273 to GLD VORTAC.

HAYES CENTER TRANSITION (PLAIN4.HCT): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to HCT VORTAC.

MCCOOK TRANSITION (PLAIN4.MCK): From over DEN VOR/DME via DEN R-073 and MCK R-253 to MCK VOR/DME.

THURMAN TRANSITION (PLAIN4.TXC): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC.

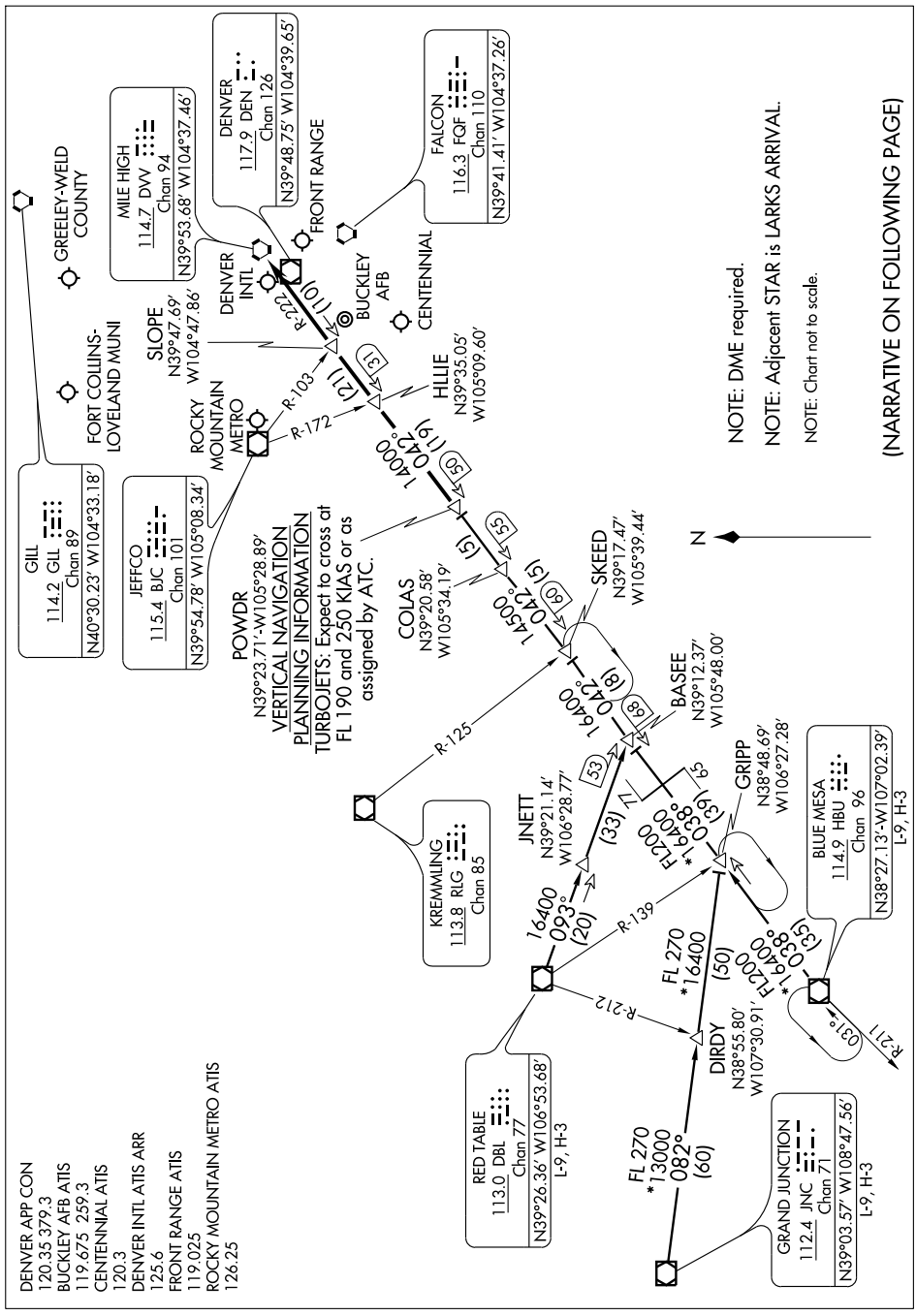
WEEDS TRANSITION (PLAIN4.WEEDS): From over DEN VOR/DME via DEN R-097 to WEEDS INT.

SW-1. 14 JAN 2010 to 11 FEB 2010

POWDR SEVEN ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



POWDR SEVEN ARRIVAL

ARRIVAL DESCRIPTION

BLUE MESA TRANSITION (HBU.POWDR7): From over HBU VOR/DME via HBU R-038 and DVV R-222 to POWDR INT. Thence....

GRAND JUNCTION TRANSITION (JNC.POWDR7): From over JNC VORTAC via JNC R-082 to GRIPP INT; then via HBU R-038 and DVV R-222 to POWDR INT. Thence....

RED TABLE TRANSITION (DBL.POWDR7): From over DBL VOR/DME via DBL R-093 and DVV R-222 to POWDR INT. Thence....

....from over POWDR INT via DVV VORTAC R-222 to HLLIE, then via DVV VORTAC R-222 to SLOPE, then via DVV VORTAC R-222 to DVV. Expect radar vectors to the final approach course at or before DVV VORTAC.

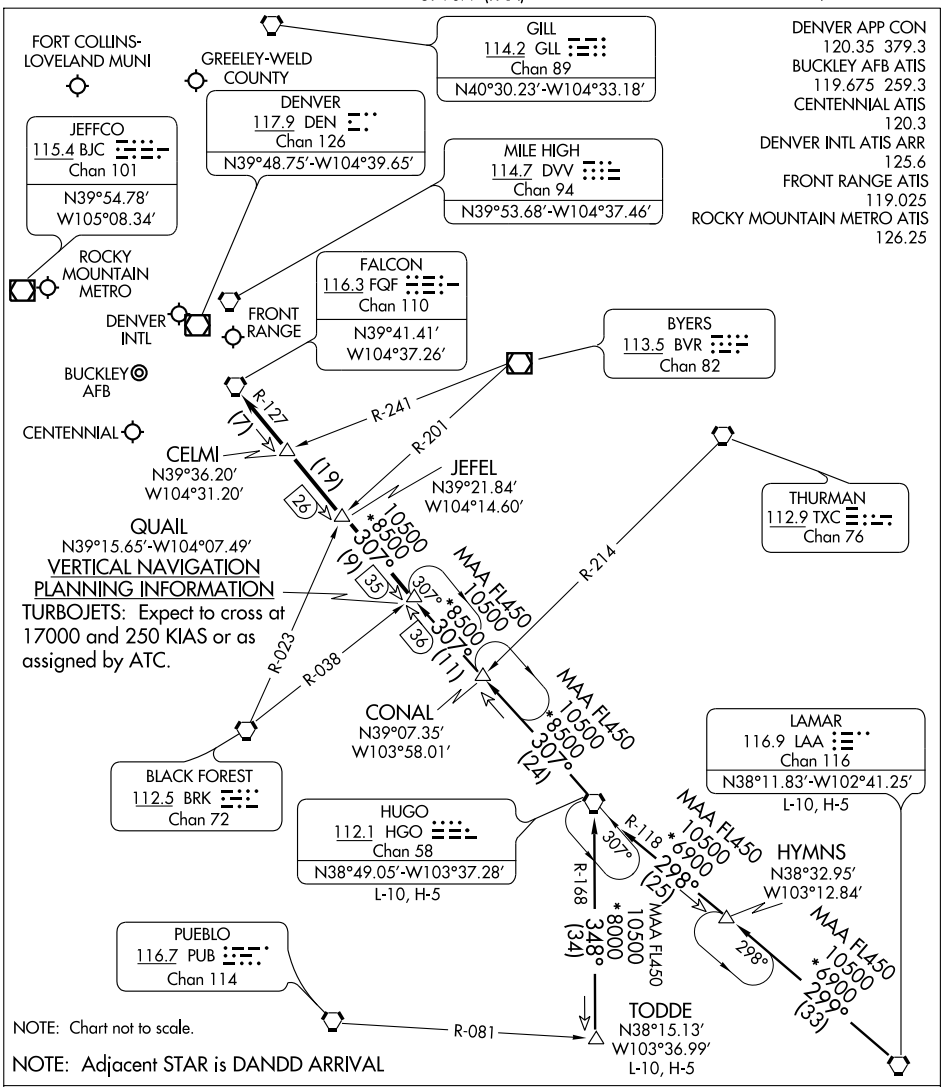
SW-1. 14 JAN 2010 to 11 FEB 2010

(QUAIL.QUAIL6) 09127

QUAIL SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



HUGO TRANSITION (HGO.QUAIL6): From over HGO VORTAC via HGO R-307 to CONAL INT; then via 306° course to QUAIL INT. Thence....

LAMAR TRANSITION (LAA.QUAIL6): From over LAA VORTAC via LAA R-299 to HYMNS INT; then via 298° course to HGO VORTAC; then via HGO R-307 to CONAL INT then via 306° course to to QUAIL INT. Thence....

TODDE TRANSITION (TODDE.QUAIL6): From over TODDE INT via HGO R-168 to HGO VORTAC; then via HGO R-307 to QUAIL INT. Thence....

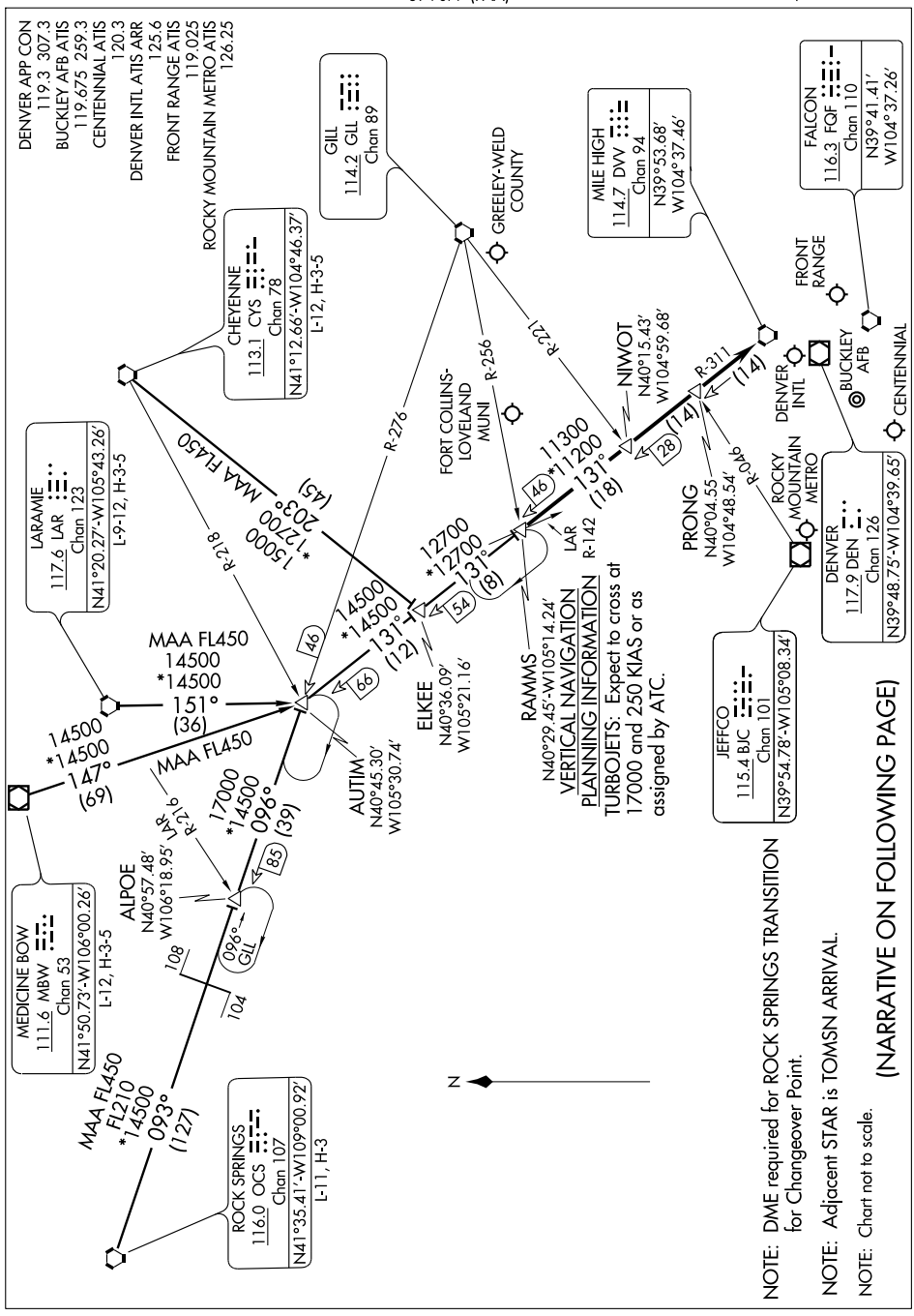
....From over QUAIL INT via HGO R-307 and FQF R-127 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1. 14 JAN 2010 to 11 FEB 2010

RAMMS FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



NOTE: DME required for ROCK SPRINGS TRANSITION for Changeover Point.

NOTE: Adjacent STAR is TOMSN ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.RAMMS5): From over CYS VORTAC via CYS R-203 and DVV R-311 to RAMMS INT. Thence....

LARAMIE TRANSITION (LAR.RAMMS5): From over LAR VORTAC via LAR R-151 and DVV R-311 to RAMMS INT. Thence....

MEDICINE BOW TRANSITION (MBW.RAMMS5): From over MBW VOR/DME via MBW R-147 and DVV R-311 to RAMMS INT. Thence....

ROCK SPRINGS TRANSITION (OCS.RAMMS5): From over OCS VORTAC via OCS R-093 and GLL R-276 to AUTIM INT, then via DVV R-311 to RAMMS INT. Thence....

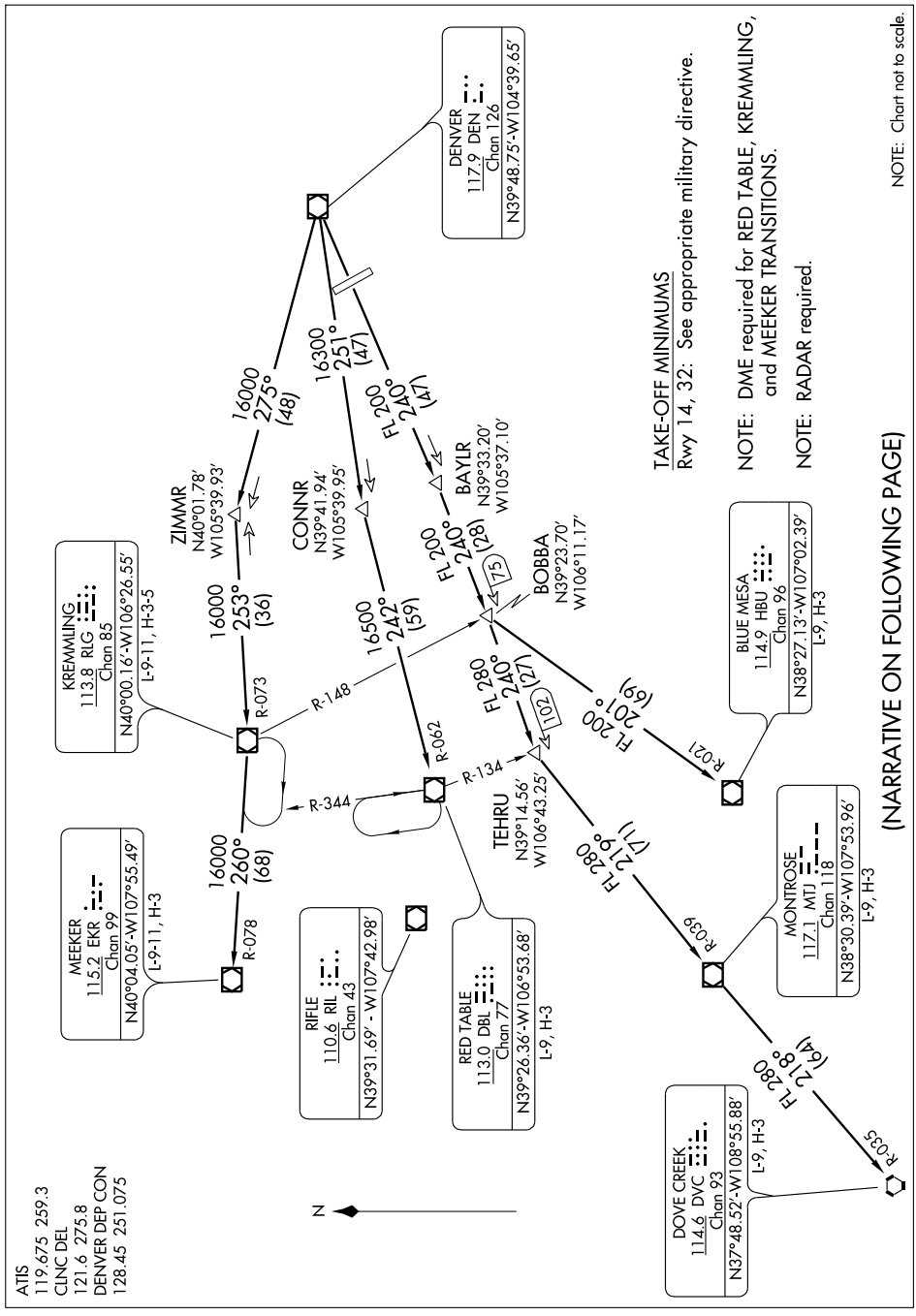
....From over RAMMS INT via DVV R-311 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1. 14 JAN 2010 to 11 FEB 2010

ROCKIES SEVEN DEPARTURE

SL-538 (FAA)

AURORA/ BUCKLEY AFB (BKF)
AURORA, COLORADO



TAKE-OFF MINIMUMS
Rwy 14, 32: See appropriate military directive.

NOTE: DME required for RED TABLE, KREMMLING, and MEEKER TRANSITIONS.

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

BLUE MESA (HI) TRANSITION (ROCKI7.HBU): From over DEN VOR/DME via DEN R-240 and HBU R-021 to HBU VOR/DME.

DOVE CREEK (HI) TRANSITION (ROCKI7.DVC): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME, then via MTJ R-218 and DVC R-035 to DVC VORTAC.

KREMMLING TRANSITION (ROCKI7.RLG): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI7.EKR): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME, then via RLG R-260 and EKR R-078 to EKR VOR/DME.

MONTROSE TRANSITION (ROCKI7.MTJ): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME.

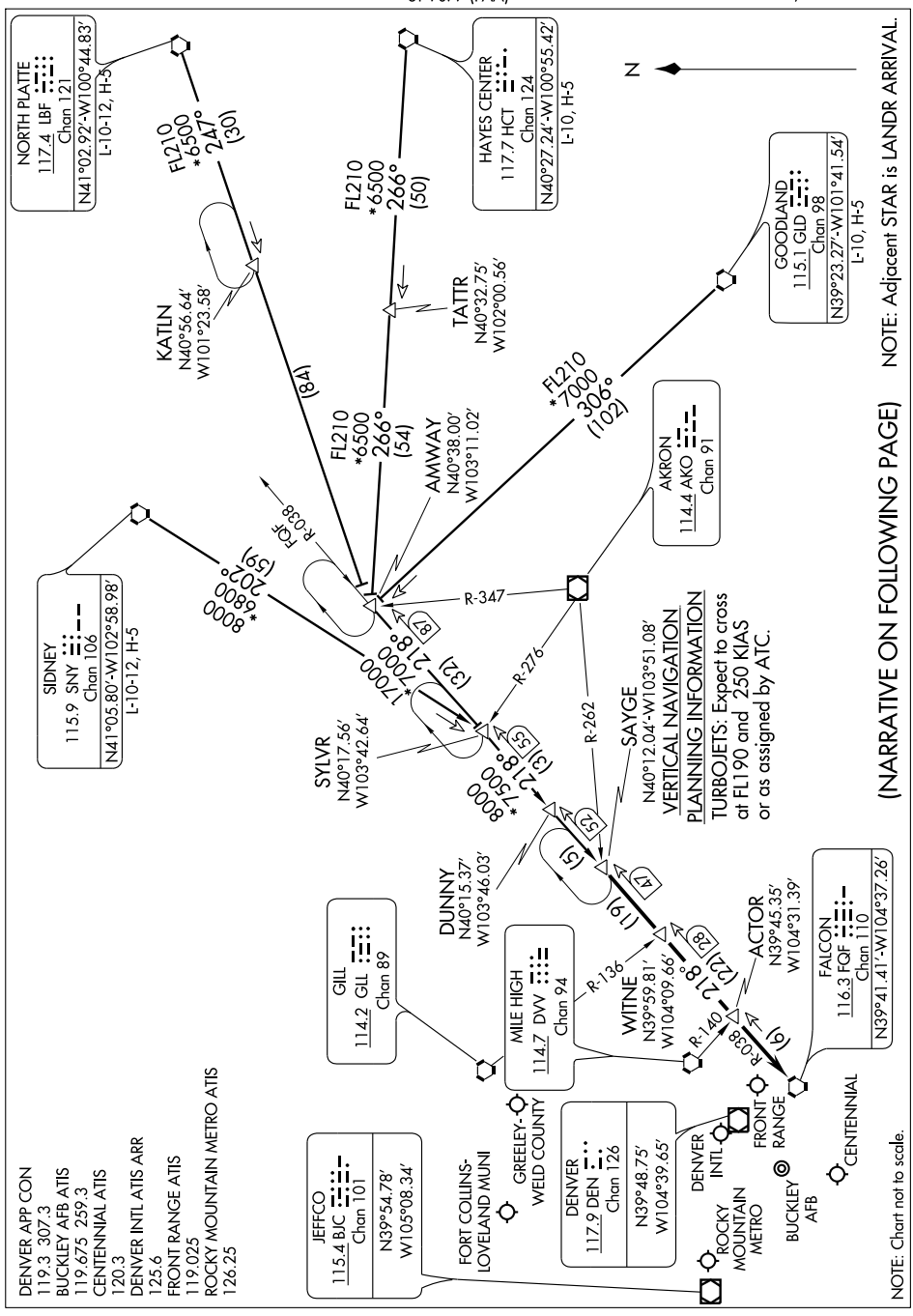
RED TABLE TRANSITION (ROCKI7.DBL): From over DEN VOR/DME via DEN R-251 and DBL R-062 to DBL VOR/DME.

SW-1. 14 JAN 2010 to 11 FEB 2010

SAYGE SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect to cross at FL190 and 250 KIAS or as assigned by ATC.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Adjacent STAR is LANDR ARRIVAL.

SAYGE SIX ARRIVAL

ARRIVAL DESCRIPTION

GOODLAND TRANSITION (GLD.SAYGE6): From over GLD VORTAC via GLD R-306 and FQF R-038 to SAYGE INT. Thence....

HAYES CENTER TRANSITION (HCT.SAYGE6): From over HCT VORTAC via HCT R-266 and FQF R-038 to SAYGE INT. Thence....

NORTH PLATTE TRANSITION (LBF.SAYGE6): From over LBF VORTAC via LBF R-247 and FQF R-038 to SAYGE INT. Thence....

SIDNEY TRANSITION (SNY.SAYGE6): From over SNY VORTAC via SNY R-202 and FQF R-038 to SAYGE INT. Thence....

....From over SAYGE INT via FQF R-038 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

TACAN RWY 32

TACAN BKF Chan 33	APCH CRS 324°	Rwy ldg 11,000 TDZE 5662 Arpt Elev 5662	AL-538 [USAF]	BUCKLEY AFB (KBKF)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.

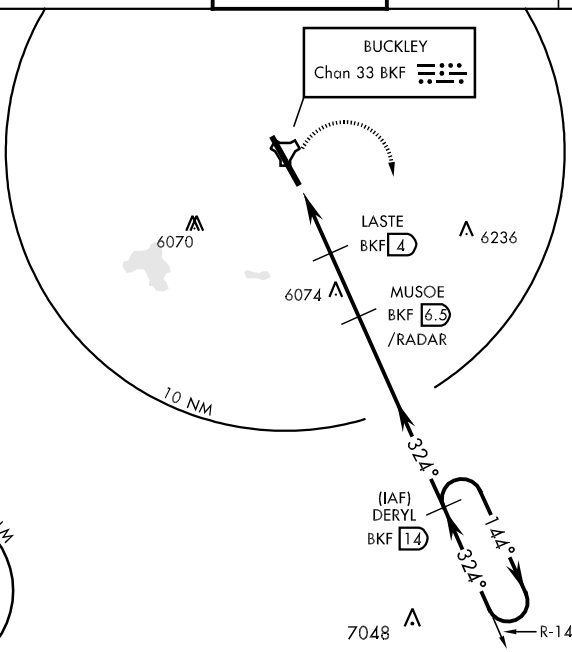
ALSF-1

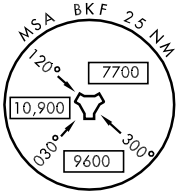
MISSED APPROACH: Climbing right turn to 8300 to DERYL (BKF R-144/14 DME) and hold.

ATIS ★	DENVER APP CON	BUCKLEY TOWER ★	GND CON	CLNC DEL
119.675 259.3	128.45 251.075	121.0 291.675	121.6 275.8	121.6 275.8

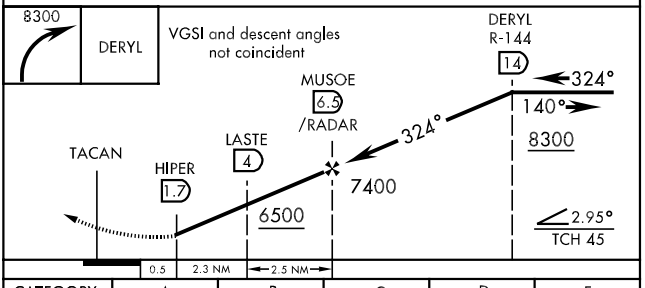
NOT FOR CIVIL USE

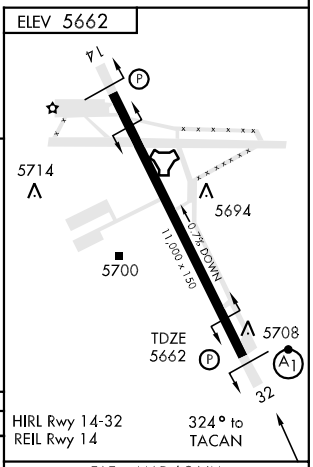
RADAR REQUIRED





EMERG SAFE ALT 100 NM 16,500





CATEGORY	A	B	C	D	E
S-32 *	6280/24 618 (700-½)		6280/60 618(700-1¼)	6280-1½ 618(700-1½)	6280-1¾ 618(700-1¾)
CIRCLING	6280-1 618 (700-1)		6280-1¾ 618(700-1¾)	6300-2 638(700-2)	6500-3 838 (900-3)

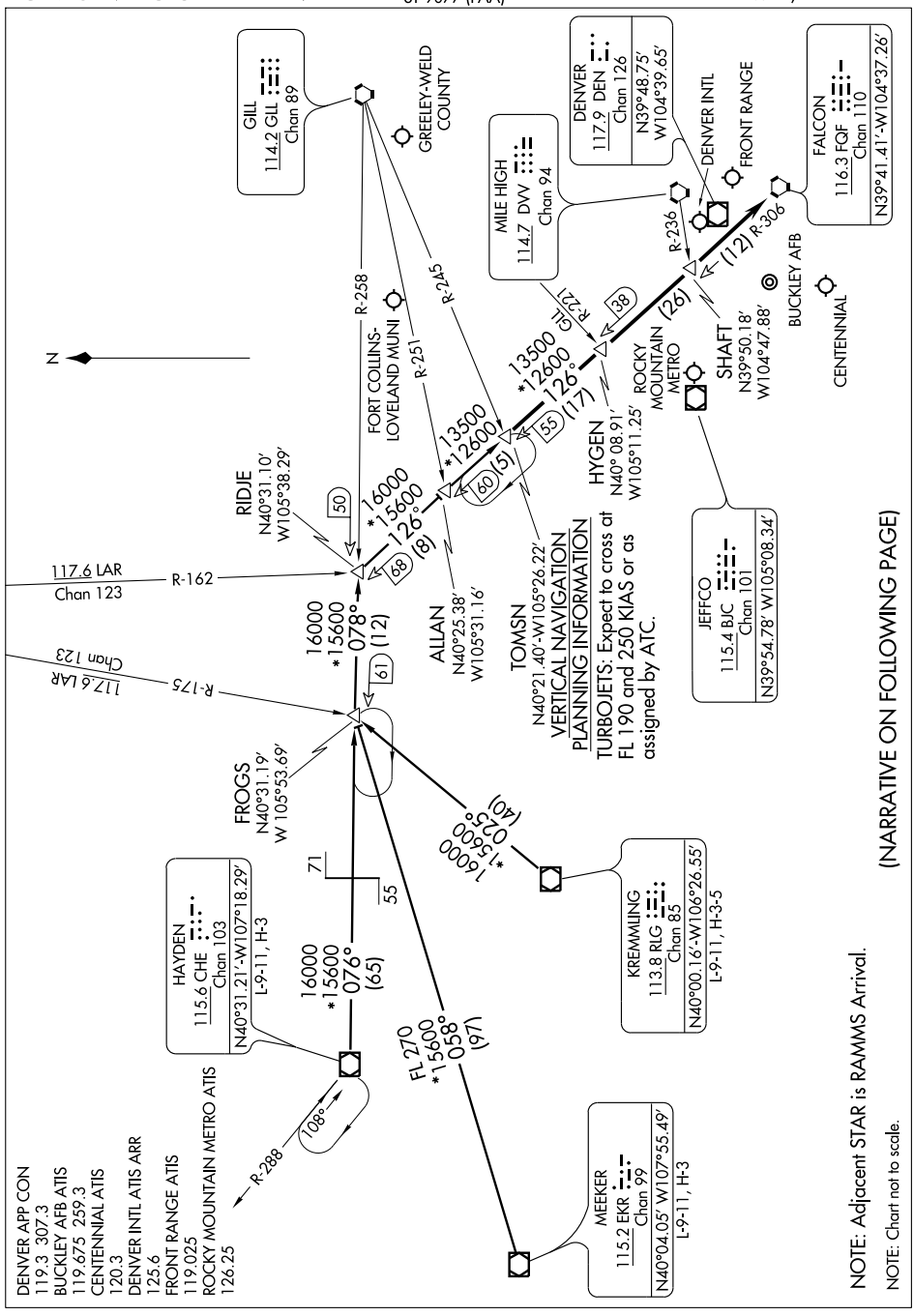
FAF to MAP 4.8 NM

Knots	90	120	150	180	200
Min:Sec	3:12	2:24	1:55	1:36	1:26

TOMSN FOUR ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



NOTE: Adjacent STAR is RAMMS Arrival.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

TOMSN FOUR ARRIVAL

ARRIVAL DESCRIPTION

HAYDEN TRANSITION (CHE.TOMSN4): From over CHE VOR/DME via CHE R-076 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

KREMMLING TRANSITION (RLG.TOMSN4): From over RLG VOR/DME via RLG R-025 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

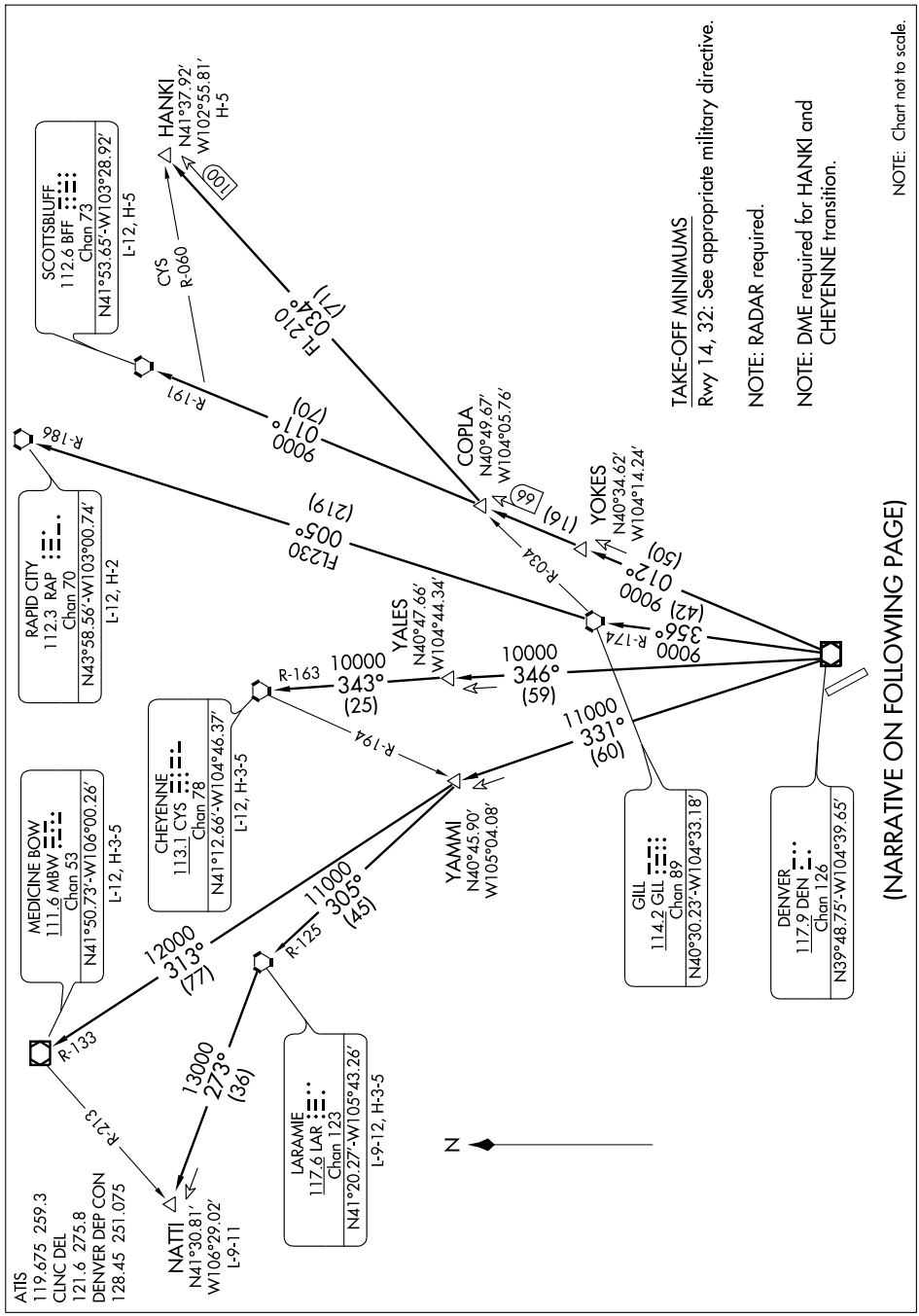
MEEKER TRANSITION (EKR.TOMSN4): From over EKR VOR/DME via EKR R-058 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

....From over TOMSN INT via FQF R-306 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1. 14 JAN 2010 to 11 FEB 2010

YELLOWSTONE SIX DEPARTURE

AURORA/BUCKLEY AFB (BKF)
AURORA, COLORADO



YELLOWSTONE SIX DEPARTURE

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition.
Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

CHEYENNE TRANSITION (YELLO6.CYS): From over DEN VOR/DME via DEN R-346 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLO6.HANKI): From over DEN VOR/DME via DEN R-012 and GLL R-034 to HANKI INT.

LARAMIE TRANSITION (YELLO6.LAR): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC.

MEDICINE BOW TRANSITION (YELLO6.MBW): From over DEN VOR/DME via DEN R-331 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLO6.NATTI): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC, then via LAR R-273 to NATTI INT.

RAPID CITY TRANSITION (YELLO6.RAP): From over DEN VOR/DME via DEN R-356 and GLL R-174 to GLL VORTAC, then via GLL R-005 and RAP R-186 to RAP VORTAC.

SCOTTSBLUFF TRANSITION (YELLO6.BFF): From over DEN VOR/DME via DEN R-012 and BFF R-191 to BFF VORTAC.

BUENA VISTA, COLORADO

AL-9302 (FAA)

APP CRS	Rwy ldg	8300
331°	TDZE	7921
	Apt Elev	7946

GPS RWY 33

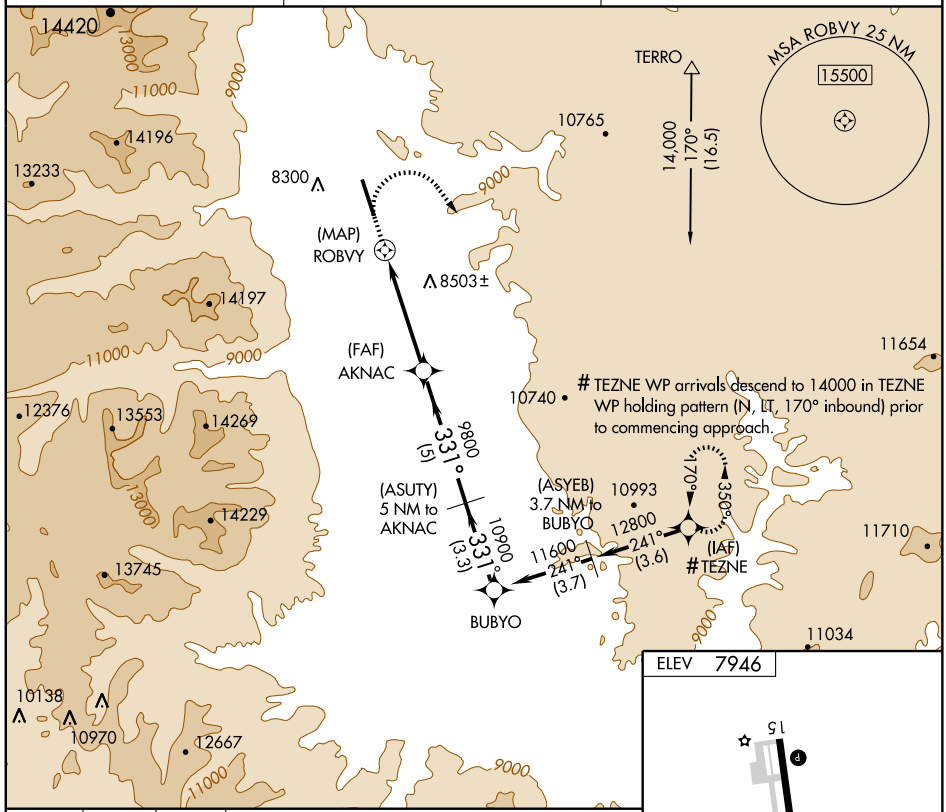
BUENA VISTA/CENTRAL COLORADO RGNL (AEJ)

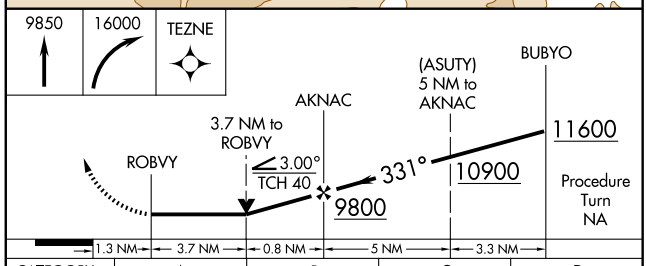
T
NA

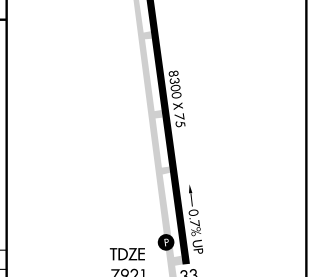
Obtain local altimeter setting on CTAF, when not received, procedure not authorized.
Circling not authorized northeast of Rwy 15-33.

MISSED APPROACH: Climb to 9850, then climbing right turn to 16000 direct TEZNE WP and hold.

AWOS-3	DENVER CENTER	UNICOM
132.925	119.85 363.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-33	9540-1½ 1619 (1600-1½)		9540-3 1619 (1600-3)	NA
CIRCLING	9540-1½ 1594 (1600-1½)		9540-3 1594 (1600-3)	NA

MIRL Rwy 15-33 L

SW-1, 14 JAN 2010 to 11 FEB 2010

PUEBLO ONE DEPARTURE (RNAV) (OBSTACLE)

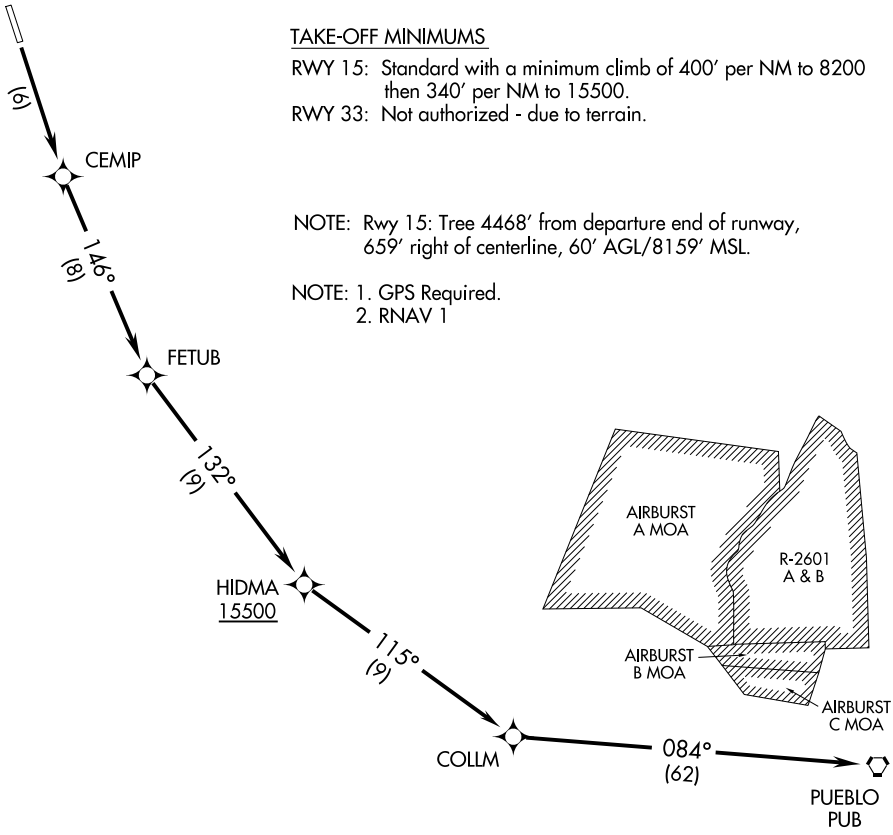
DENVER CENTER
119.85 363.15
UNICOM 122.8 (CTAF)

TAKE-OFF MINIMUMS

RWY 15: Standard with a minimum climb of 400′ per NM to 8200 then 340′ per NM to 15500.
RWY 33: Not authorized - due to terrain.

NOTE: Rwy 15: Tree 4468′ from departure end of runway, 659′ right of centerline, 60′ AGL/8159′ MSL.

NOTE: 1. GPS Required.
2. RNAV 1



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 15: Climb direct CEMIP WP, then via 146° track to FETUB WP then via 132° track to cross HIDMA WP at or above 15500′, then via depicted route to PUB VORTAC.

TAKE-OFF RUNWAY 33: Not authorized.

LOC/DME I-OBG	APP CRS	Rwy ldg	5201
111.9	330°	TDZE	4203
Chan 56		Apt Elev	4217

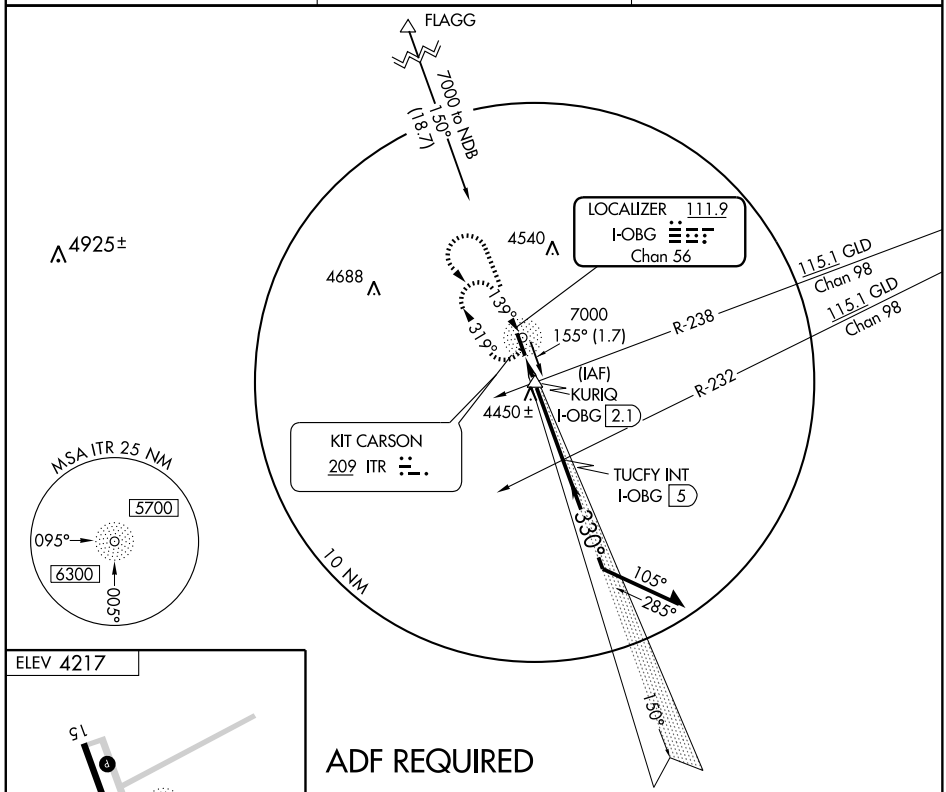
LOC RWY 33

BURLINGTON/ KIT CARSON COUNTY (ITR)

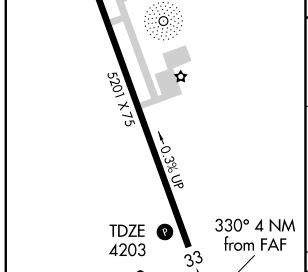
NA Use of I-OBG DME required for procedure entry from ITR NDB.

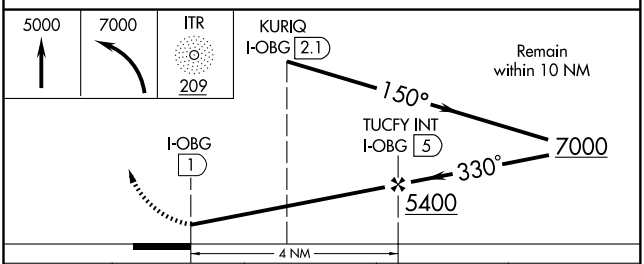
MISSED APPROACH: Climb to 5000, then climbing left turn to 7000 direct ITR NDB and hold.

ASOS	DENVER CENTER	UNICOM
135.225	132.5 379.15	122.8 (CTAF) L



ADF REQUIRED





FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D
S-33	4640-1 437 (500-1)		4640-1¼ 437 (500-1¼)	4640-1½ 437 (500-1½)
CIRCLING	4640-1 423 (500-1)	4680-1 463 (500-1)	4680-1½ 463 (500-1½)	4800-2 583 (600-2)

SW-1. 14 JAN 2010 to 11 FEB 2010

NDB ITR	APP CRS	Rwy ldg	5201
209	139°	TDZE	4217
		Apt Elev	4217

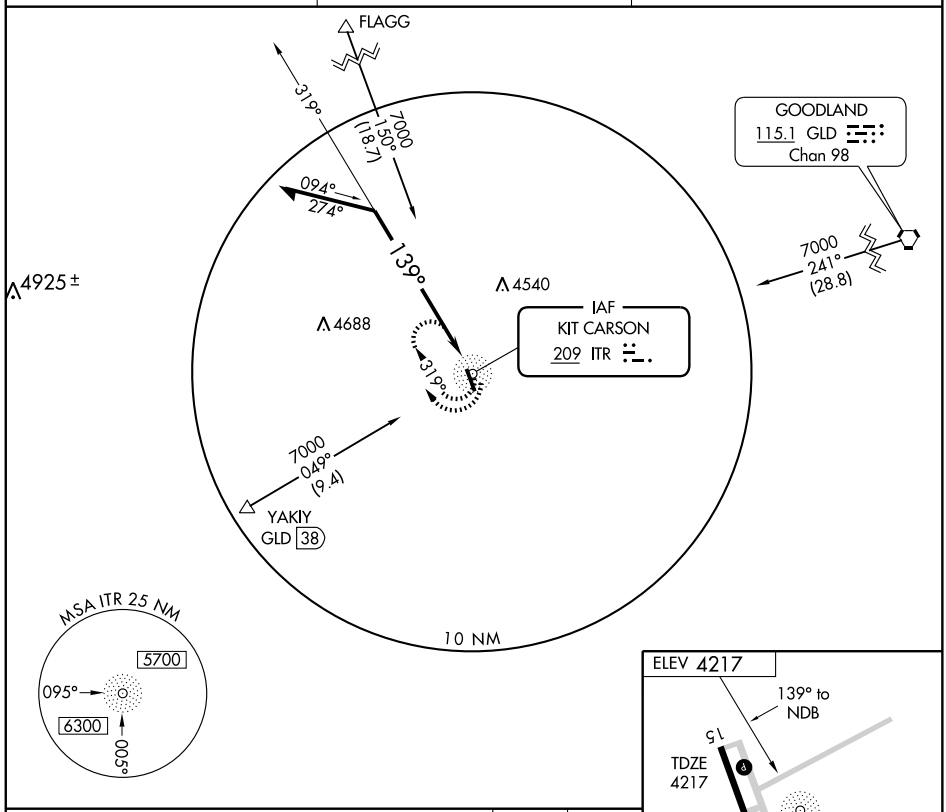
NDB RWY 15

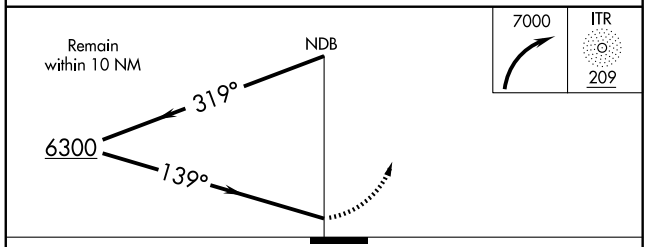
BURLINGTON/ KIT CARSON COUNTY (ITR)

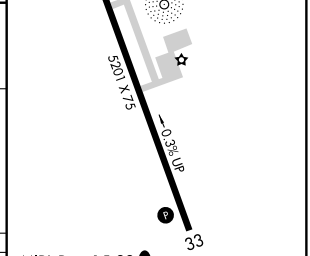
NA

MISSED APPROACH: Climbing right turn to 7000 in ITR NDB holding pattern.

ASOS	DENVER CENTER	UNICOM
135.225	132.5 379.15	122.8 (CTAF) L







MIRL Rwy 15-33 L
REIL Rwy 15-33 L

CATEGORY	A	B	C	D
S-15	4820-1	603 (700-1)	4820-1¾ 603 (700-1¾)	4820-2 603 (700-2)
CIRCLING	4820-1	603 (700-1)	4820-1¾ 603 (700-1¾)	4820-2 603 (700-2)

Knots	60	90	120	150	180
Min:Sec					

BURLINGTON, COLORADO

AL-6895 (FAA)

WAAS CH 72999 W15A	APP CRS 150°	Rwy ldg 5201 TDZE 4219 Apt Elev 4219

RNAV (GPS) RWY 15

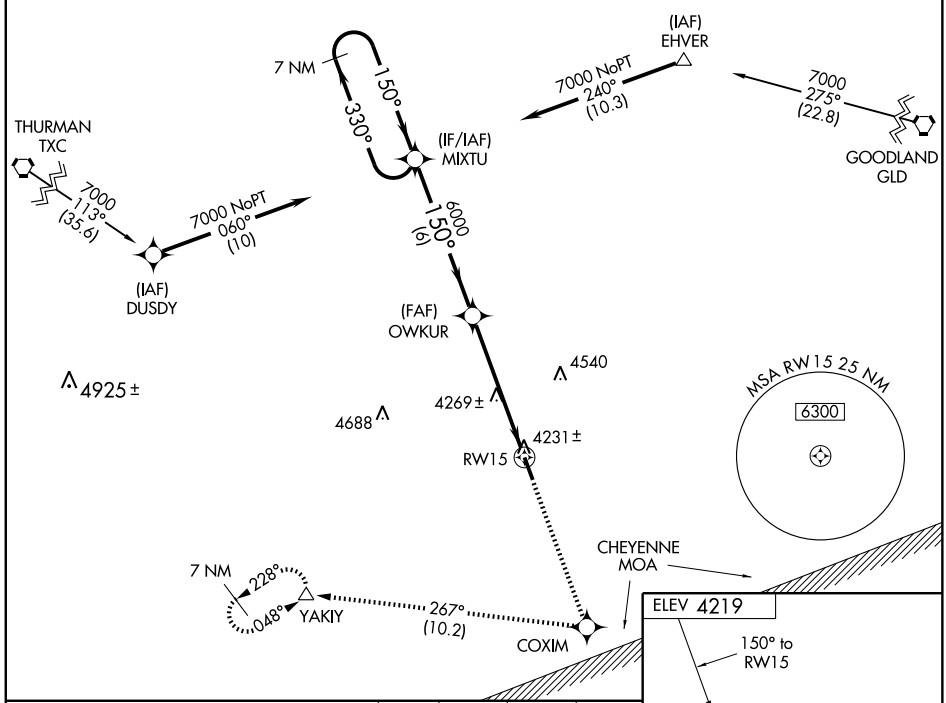
BURLINGTON/ KIT CARSON COUNTY (ITR)

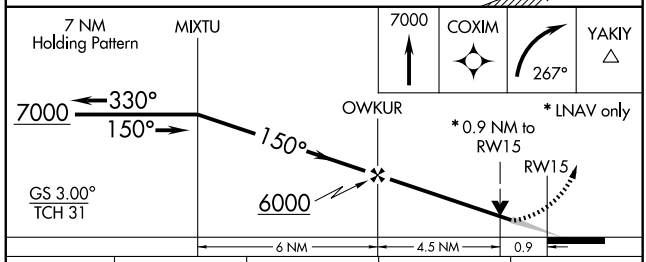
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -23°C (-9°F)

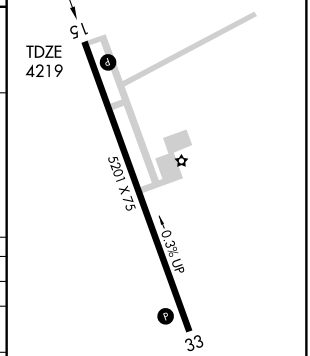
MISSED APPROACH: Climb to 7000 direct COXIM and right turn via 267° track to YAKIY, and hold, continue climb-in-hold to 7000.

ASOS	DENVER CENTER	UNICOM
135.225	132.5 379.15	122.8 (CTAF) L

Procedure NA for arrival at TXC VORTAC via V148 southwest bound;
For arrival at GLD VORTAC via V108 northeast bound and V132 southeast bound.







CATEGORY	A	B	C	D
LPV DA	4469-1 250 (300-1)			
LNAV/ VNAV DA	4481-1 262 (300-1)			
LNAV MDA	4520-1 301 (400-1)			
CIRCLING	4580-1 361 (400-1)	4680-1 461 (500-1)	4680-1½ 461 (500-1½)	4780-2 561 (600-2)

MIRL Rwy 15-33 L
REIL Rwy 15-33 L

SW-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	5399
290°	TDZE	5404
	Apt Elev	5439

GPS RWY 29

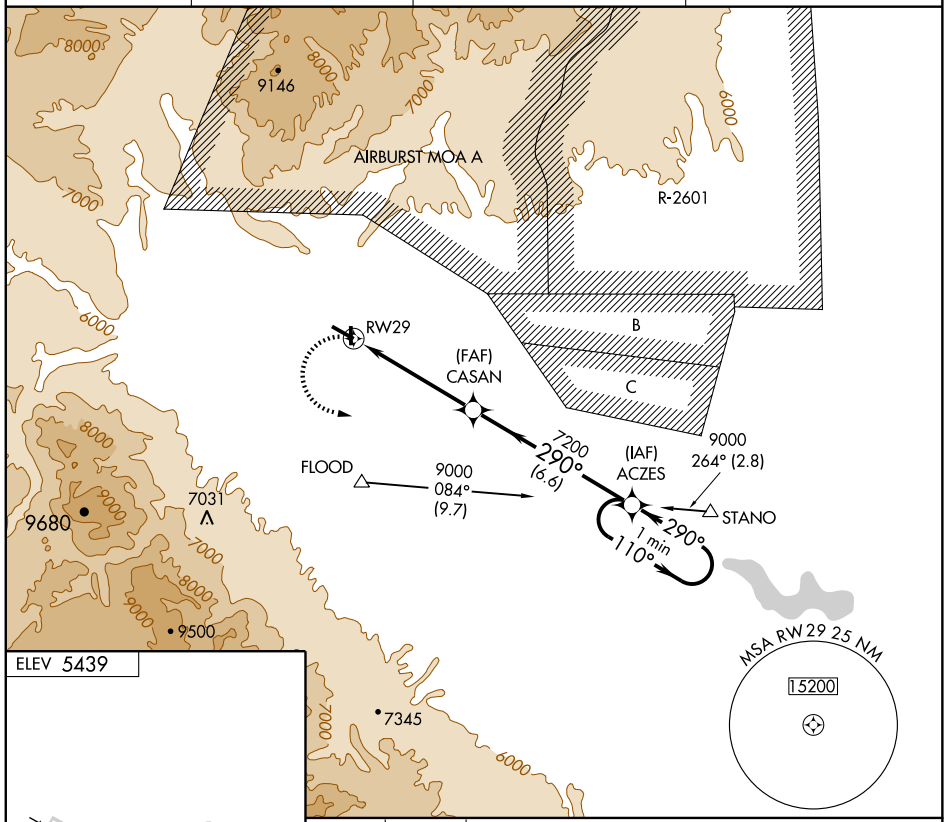
CANON CITY/ FREMONT COUNTY (1V6)

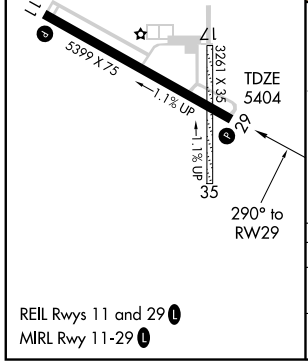
Use Pueblo Memorial altimeter setting.

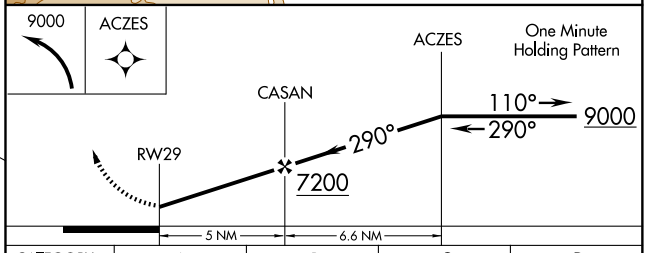
NA

MISSED APPROACH: Climbing left turn to 9000 direct ACZES WP and hold.

AWOS-3	DENVER APP CON	DENVER CENTER	UNICOM
120.025	120.1 290.5	128.375 379.95	122.8 (CTAF) L







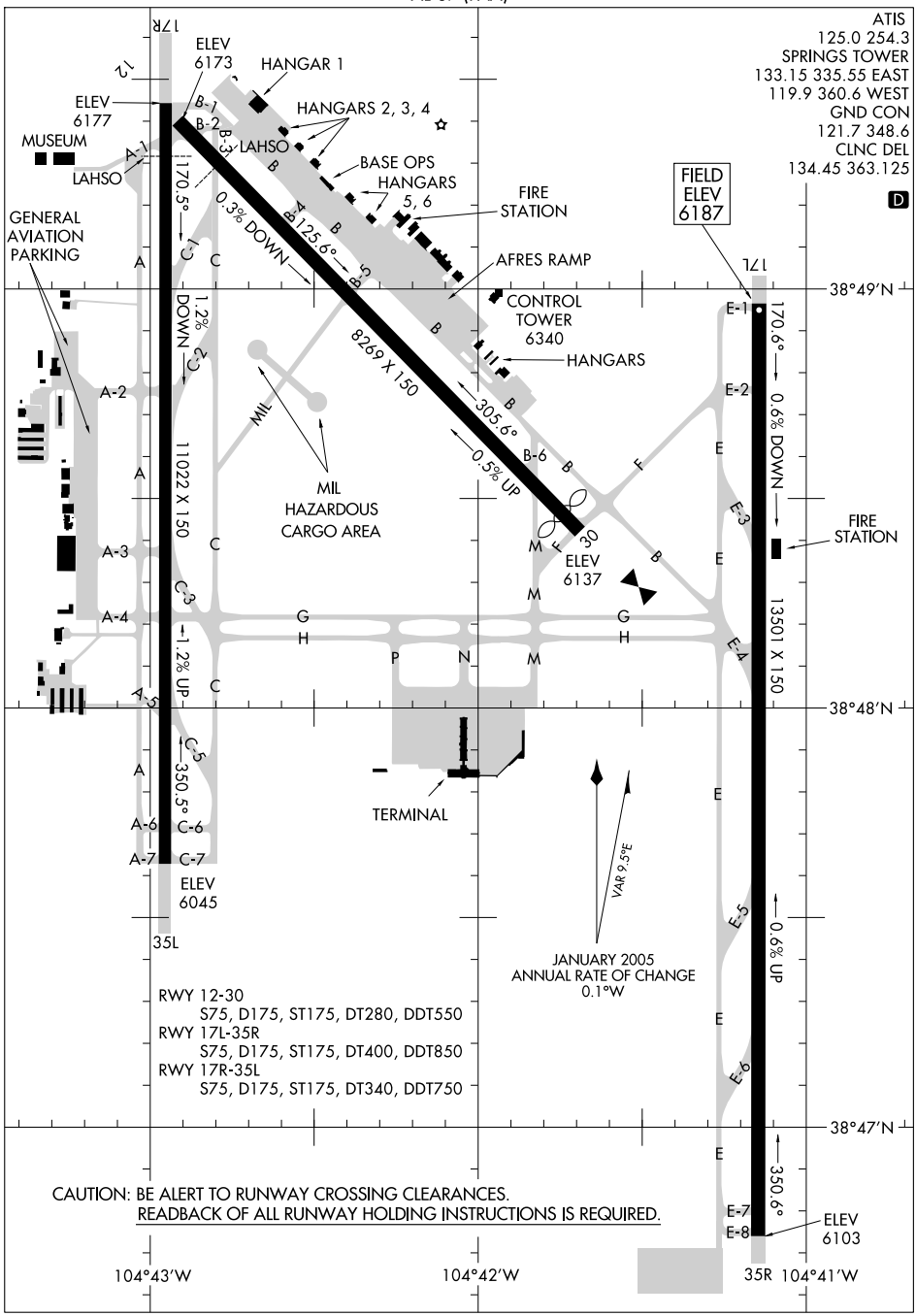
REIL Rwys 11 and 29 L

MIRL Rwy 11-29 L

CATEGORY	A	B	C	D
S-29	6140-1 736 (800-1)		6140-2 736 (800-2)	6140-2¼ 736 (800-2¼)
CIRCLING	6200-1 761 (800-1)	6200-1¼ 761 (800-1¼)	6200-2¼ 761 (800-2¼)	6320-3 881 (900-3)

AIRPORT DIAGRAM

COLORADO SPRINGS/ CITY OF COLORADO SPRINGS MUNI (COS)
AL-87 (FAA)
COLORADO SPRINGS, COLORADO



SW-1, 14 JAN 2010 to 11 FEB 2010

(FSHER.DBRY1) 07298

DEBERRY ONE ARRIVAL

ST-87 (FAA)

CITY OF COLORADO SPRINGS MUNI
COLORADO SPRINGS, COLORADO

ATIS 125.0 254.3
SPRINGS APP CON
118.5 239.025 NORTH
124.0 362.3 SOUTH

BLACK FOREST
112.5 BRK
Chan 72
N38°56.67′
W104°38.01′

R-168

26

PYNON
N38°30.54′
W104°38.59′

R-198

R-309

FLOOD
N38°20.40′
W105°05.64′

FSHER
N38°18.58′
W104°38.85′

9000
*8300
348°
(12)

16,000
*16,000
080°
(92)

71

53

32

9000
*9000
082°
(21)

38

10

R-262

BLUE MESA
114.9 HBU
Chan 96
N38°27.13′
W107°02.39′
L-9, H-3

9000
*9000
348°
(10)

R-217

OPSHN
N38°08.75′
W104°39.07′

48

14

PUEBLO
116.7 PUB
Chan 114

12000
*12000
037°
(15)

TRPEL
N37°58.84′
W104°53.76′

29

9000
*9000
305°
(73)

R-293

57

30

17,000
*17,000
036°
(58)

ALAMOSA
113.9 ALS
Chan 86
N37°20.95′
W105°48.93′
L-8-9, H-4-5

TOBE
111.2 TBE
Chan 49
N37°15.52′
W103°36.00′
L-15, H-5

NOTE: Chart not to scale.

ALAMOSA TRANSITION (ALS.DBRY1): From over ALS VORTAC via ALS R-036 and PUB R-217 to OPSHN INT, then via BRK R-168 to FSHER INT. Thence. . . .

BLUE MESA TRANSITION (HBU.DBRY1): From over HBU VOR/DME via HBU R-080 and PUB R-262 to FSHER INT. Thence. . . .

TOBE TRANSITION (TBE.DBRY1): From over TBE VORTAC via TBE R-305 and BRK R-168 to FSHER INT. Thence. . . .

. . . .From over FSHER INT via the BRK R-168 to PYNON INT. Expect radar vectors to the final approach course at or before PYNON INT.

LOST COMMUNICATIONS: Proceed to BRK VORTAC.

SW-1. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-LPI	APP CRS	Rwy ldg	13501
109.1	168°	TDZE	6187
Chan 28		Apt Elev	6187

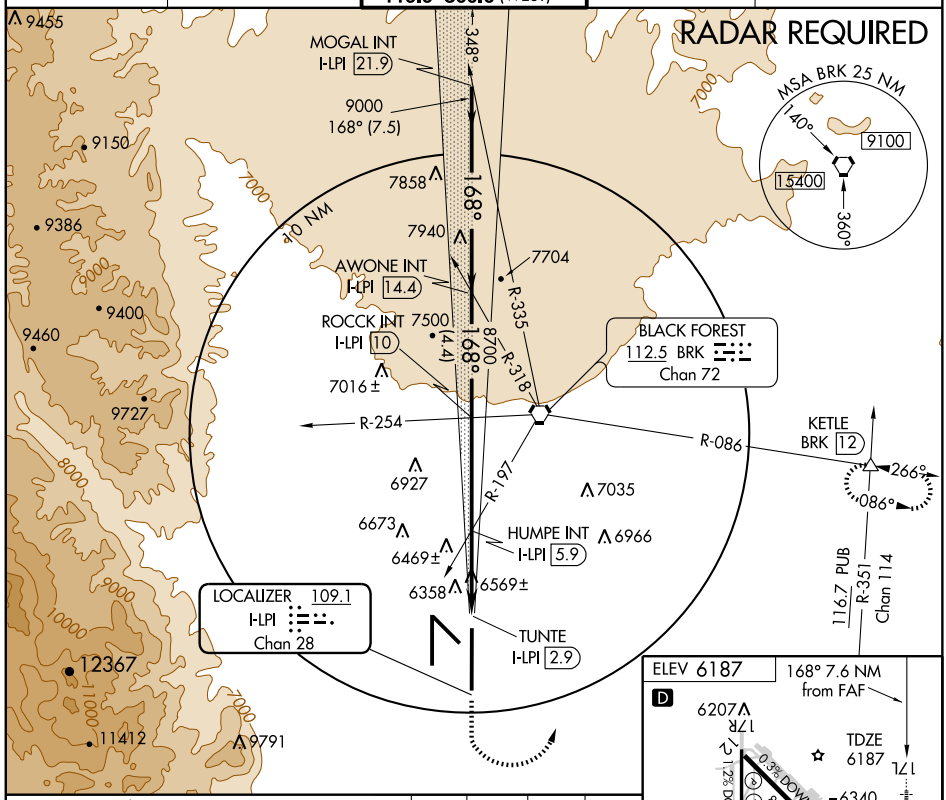
ILS or LOC RWY 17L

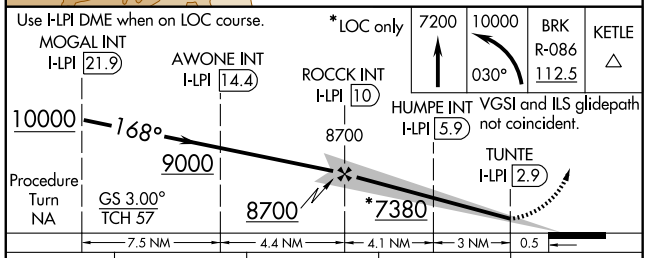
COLORADO SPRINGS/CITY OF COLORADO SPRINGS MUNI (COS)

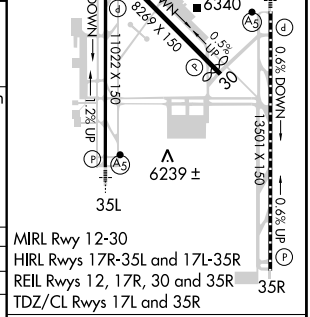
MALSR

MISSED APPROACH: Climb to 7200, then climbing left turn to 10000 via heading 030° and BRK VORTAC R-086 to KETLE Int and hold.

ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	118.5 239.025	133.15 335.55 (EAST) 119.9 360.6 (WEST)	121.7 348.6	134.45 363.125







CATEGORY	A	B	C	D
S-ILS 17L	6387/18 200 (200-½)			
S-LOC 17L	6820/24 633 (700-½)		6820/60 633 (700-1¼)	6820-1½ 633 (700-1½)
CIRCLING	6820-1 633 (700-1)		6820-1¾ 633 (700-1¾)	6840-2 653 (700-2)

FAF to MAP 7.1 NM

Knots	60	90	120	150	180
Min:Sec	7:06	4:44	3:33	2:50	2:22

LOC I-COS	APP CRS	Rwy ldg	11022
109.9	348°	TDZE	6075
		Apt Elev	6187

ILS or LOC RWY 35L

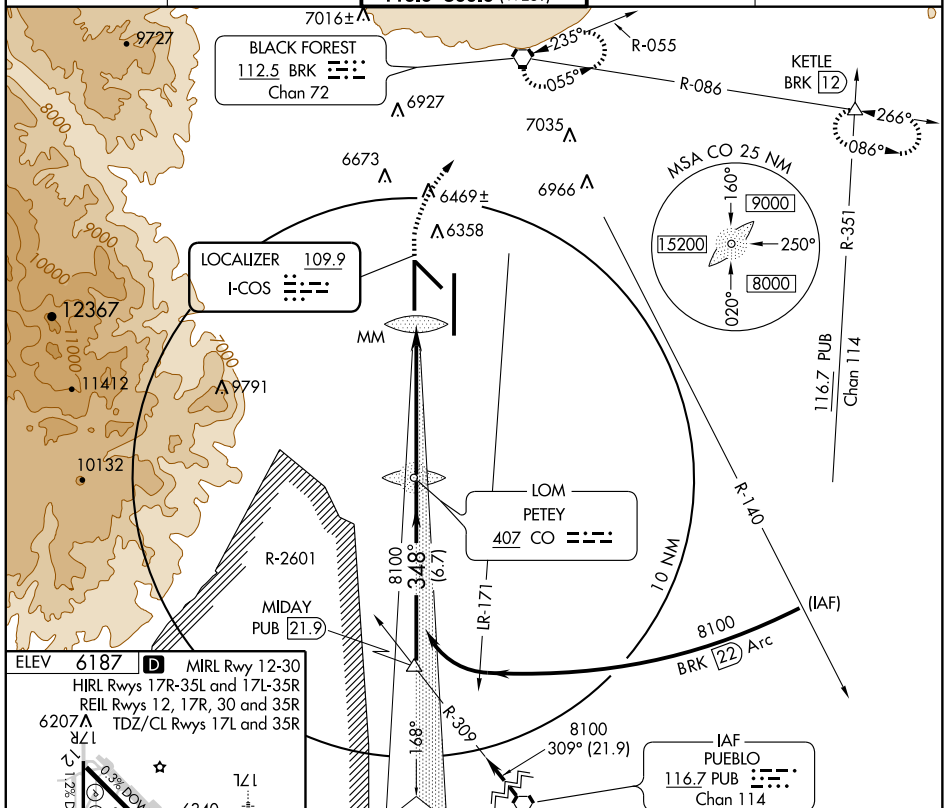
COLORADO SPRINGS/CITY OF COLORADO SPRINGS MUNI (COS)

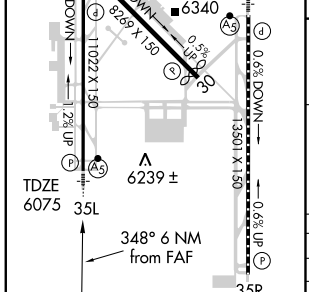
Radar monitoring required when R-2601 in use.
Cat D S-LOC 35L visibility increased to RVR 5000 for inoperative ALSF. *RVR 1800 authorized with the use of FD or AP or HUD to DA.

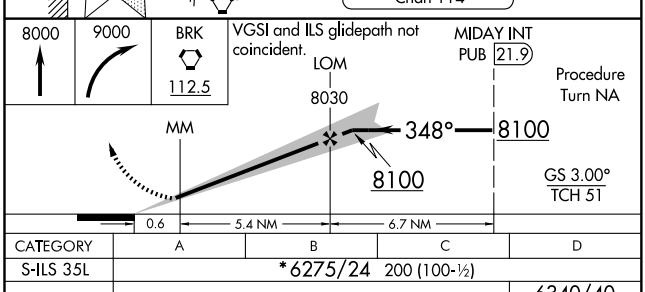
MALSR

MISSED APPROACH: Climb to 8000, then climbing right turn to 9000 direct BRK VORTAC and hold. (TACAN only aircraft continue to KETLE 12 DME and hold E, LT, 266° inbound.)

ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	118.5 239.025	133.15 335.55 (EAST) 119.9 360.6 (WEST)	121.7 348.6	134.45 363.125







CATEGORY	A	B	C	D
S-ILS 35L	*6275/24 200 (100-½)			
S-LOC 35L	6340/24 265 (200-½)			6340/40 265 (200-¾)
CIRCLING	6740-1 553 (600-1)	6760-1 573 (600-1)	6760-1½ 573 (600-1½)	6840-2 653 (700-2)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

LOC/DME I-AHI	APP CRS	Rwy ldg 13501
109.1	348°	TDZE 6118
Chan 28		Apt Elev 6187

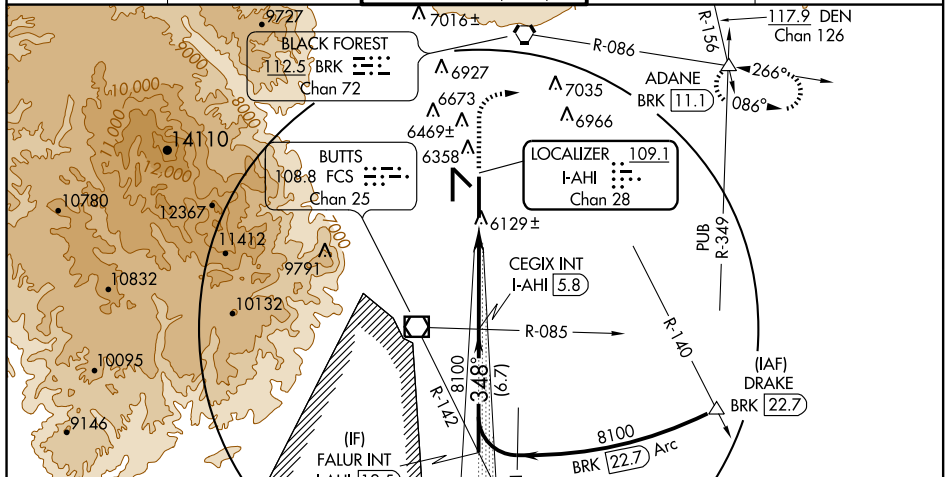
ILS or LOC RWY 35R

COLORADO SPRINGS/ CITY OF COLORADO SPRINGS MUNI (COS)

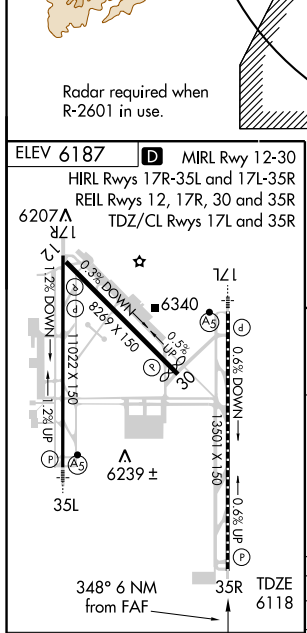
If local altimeter setting not received, use Centennial altimeter setting and increase all DAs/MDAs 160 feet.

MISSED APPROACH: Climb to 6600 then climbing right turn to 10000 via heading 047°and BRK VORTAC R-086 to ADANE INT/ BRK 11.1 DME and hold, continue climb-in-hold to 10000.

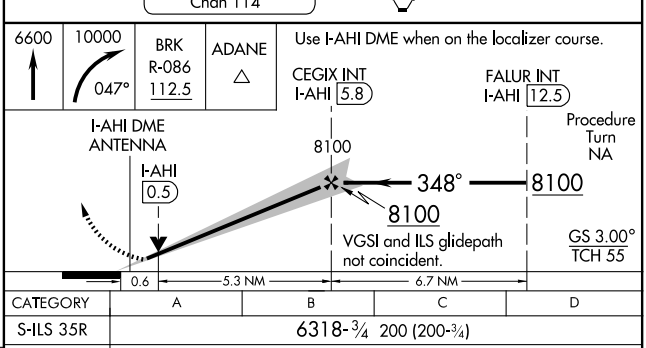
ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	118.5 239.025	133.15 335.55 (EAST) 119.9 360.6 (WEST)	121.7 348.6	134.45 363.125



ELEV 6187 D MIRL Rwy 12-30
HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 12, 17R, 30 and 35R
TDZ/CL Rwys 17L and 35R



FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



CATEGORY	A	B	C	D
S-ILS 35R	6318-¾ 200 (200-¾)			
S-LOC 35R	6380-1 262 (200-1)			
CIRCLING	6740-1 553 (600-1)	6760-1 573 (600-1)	6760-1½ 573 (600-1½)	6840-2 653 (700-2)

LOM CO	APP CRS	Rwy ldg	11022
407	348°	TDZE	6075
		Apt Elev	6187

NDB RWY 35L

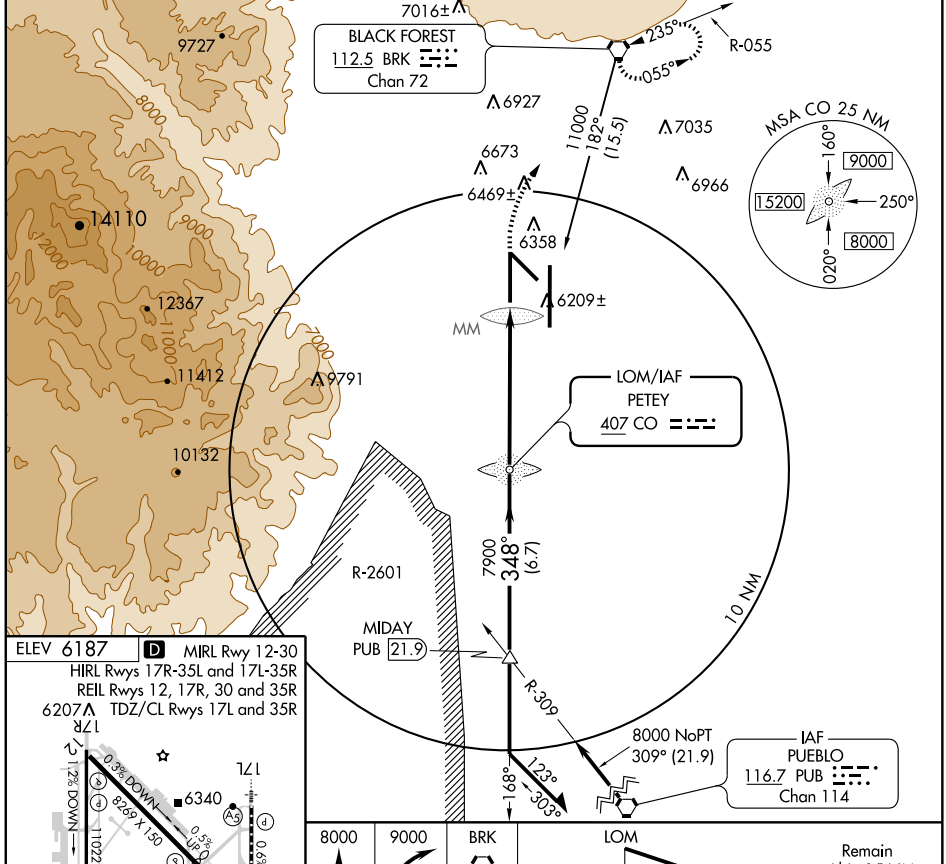
COLORADO SPRINGS/CITY OF COLORADO SPRINGS MUNI (COS)

Radar monitoring required when R-2601 in use.

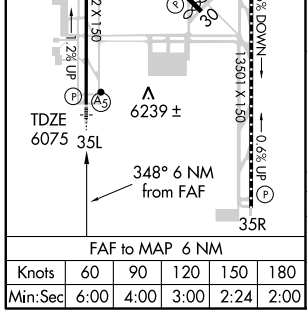
MALSR

MISSED APPROACH: Climb to 8000, then climbing right turn to 9000 direct BRK VORTAC and hold.

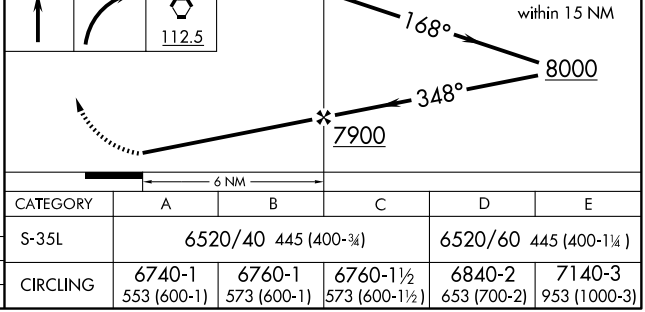
ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	118.5 239.025	133.15 335.55 (EAST) 119.9 360.6 (WEST)	121.7 348.6	134.45 363.125



ELEV 6187 D MIRL Rwy 12-30
HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 12, 17R, 30 and 35R
6207 TDZ/CL Rwys 17L and 35R



FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



CATEGORY	A	B	C	D	E
S-35L	6520/40 445 (400-¾)			6520/60 445 (400-1¼)	
CIRCLING	6740-1 553 (600-1)	6760-1 573 (600-1)	6760-1½ 573 (600-1½)	6840-2 653 (700-2)	7140-3 953 (1000-3)

SW-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	13501
168°	TDZE	6187
	Apt Elev	6187

RNAV (GPS) RWY 17L

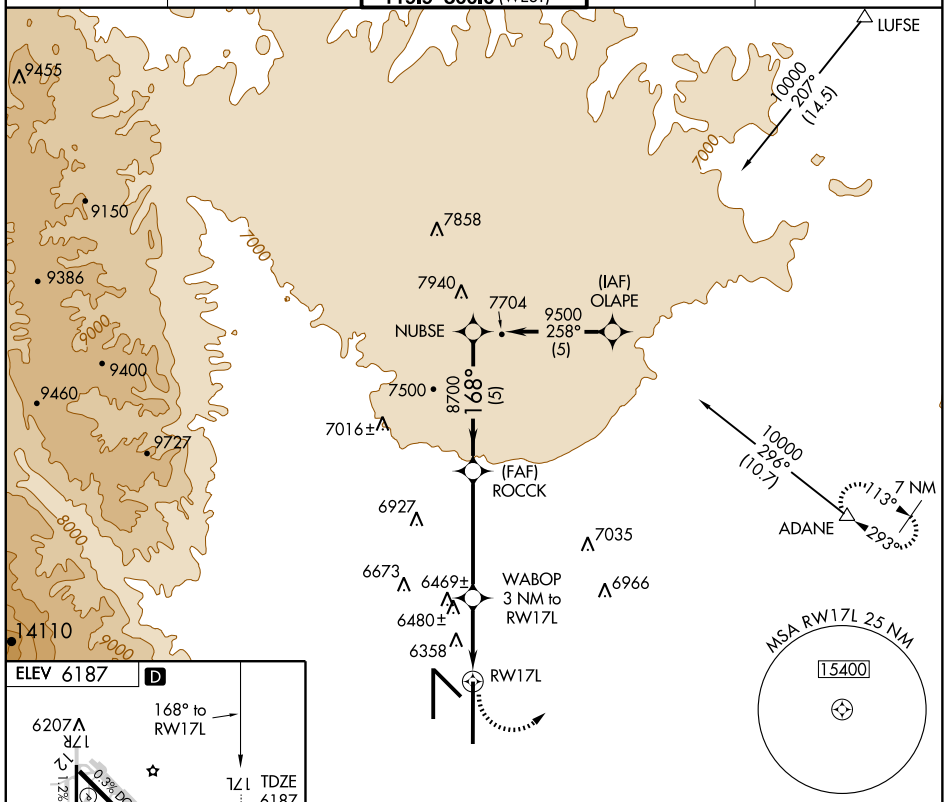
COLORADO SPRINGS/CITY OF COLORADO SPRINGS MUNI (COS)

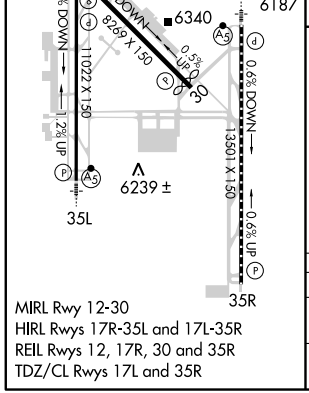
DME/DME RNP-0.3 NA.

MALSR

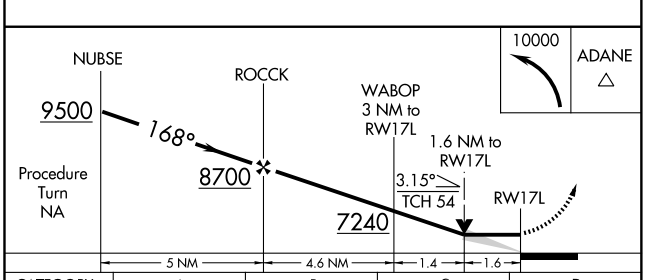
MISSED APPROACH: Climbing left turn to 10000 direct ADANE and hold.

ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	118.5 239.025	133.15 335.55 (EAST) 119.9 360.6 (WEST)	121.7 348.6	134.45 363.125





MIRL Rwy 12-30
HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 12, 17R, 30 and 35R
TDZ/CL Rwys 17L and 35R



CATEGORY	A	B	C	D
LNAV MDA	6740/24 553 (600-½)		6740/50 553 (600-1)	6740/60 553 (600-1¼)
CIRCLING	6740-1 556 (600-1)		6740-1½ 556 (600-1½)	6800-2 613 (700-2)

WAAS CH 72800 W17A	APP CRS 168°	Rwy ldg 11022 TDZE 6177 Apt Elev 6187

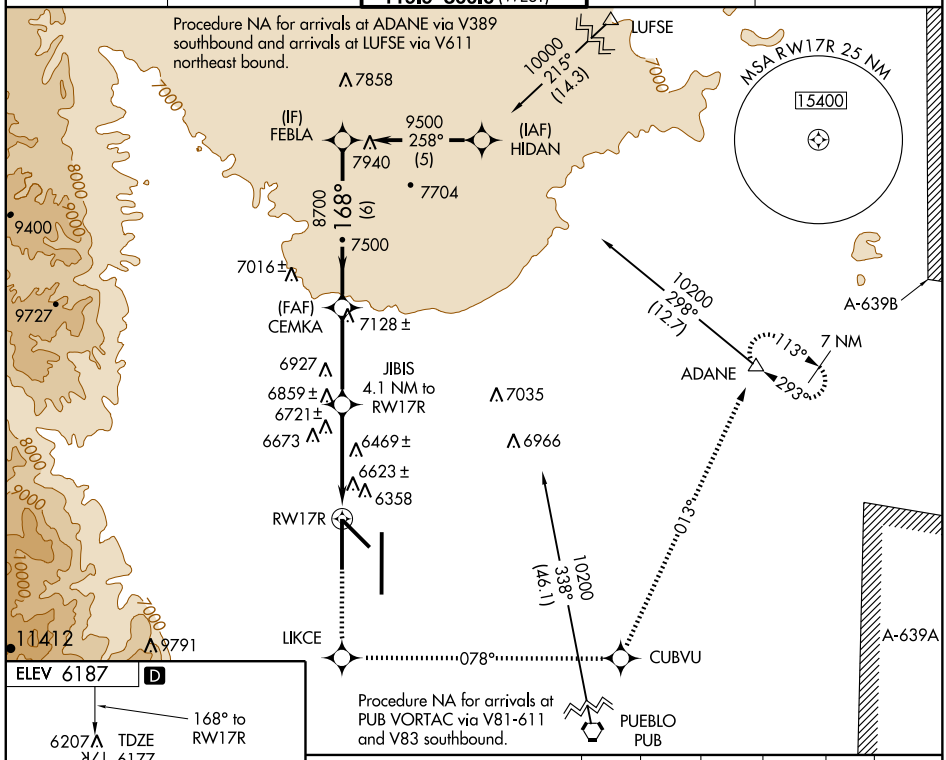
RNAV (GPS) RWY 17R

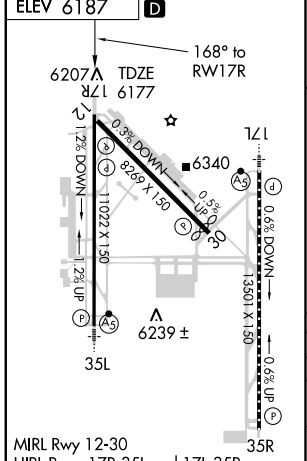
COLORADO SPRINGS/CITY OF COLORADO SPRINGS MUNI (COS)

DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C (-16°F) or above 37°C (99°F).

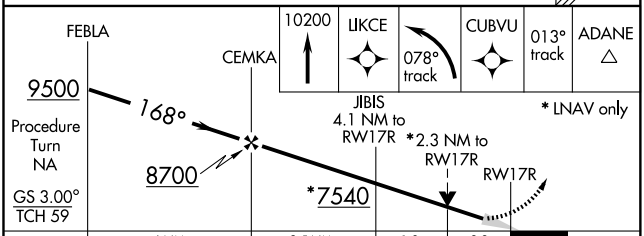
MISSED APPROACH: Climb to 10200 direct LIKCE and left turn via 078° track to CUBVU and 013° track to ADANE and hold.

ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	118.5 239.025	133.15 335.55 (EAST) 119.9 360.6 (WEST)	121.7 348.6	134.45 363.125





MIRL Rwy 12-30
HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 12, 17R, 30 and 35R
TDZ/CL Rwys 17L and 35R



CATEGORY	A	B	C	D
LPV DA	6537-1¼ 360 (400-1¼)			
LNAV/VNAV DA	6742-2 565 (600-2)			
LNAV MDA	6980-1 803 (800-1)	6980-1¼ 803 (800-1¼)	6980-2¼ 803 (800-2¼)	6980-2½ 803 (800-2½)
CIRCLING	6980-1 793 (800-1)	6980-1¼ 793 (800-1¼)	6980-2¼ 793 (800-2¼)	6980-2½ 793 (800-2½)

SW-1, 14 JAN 2010 to 11 FEB 2010

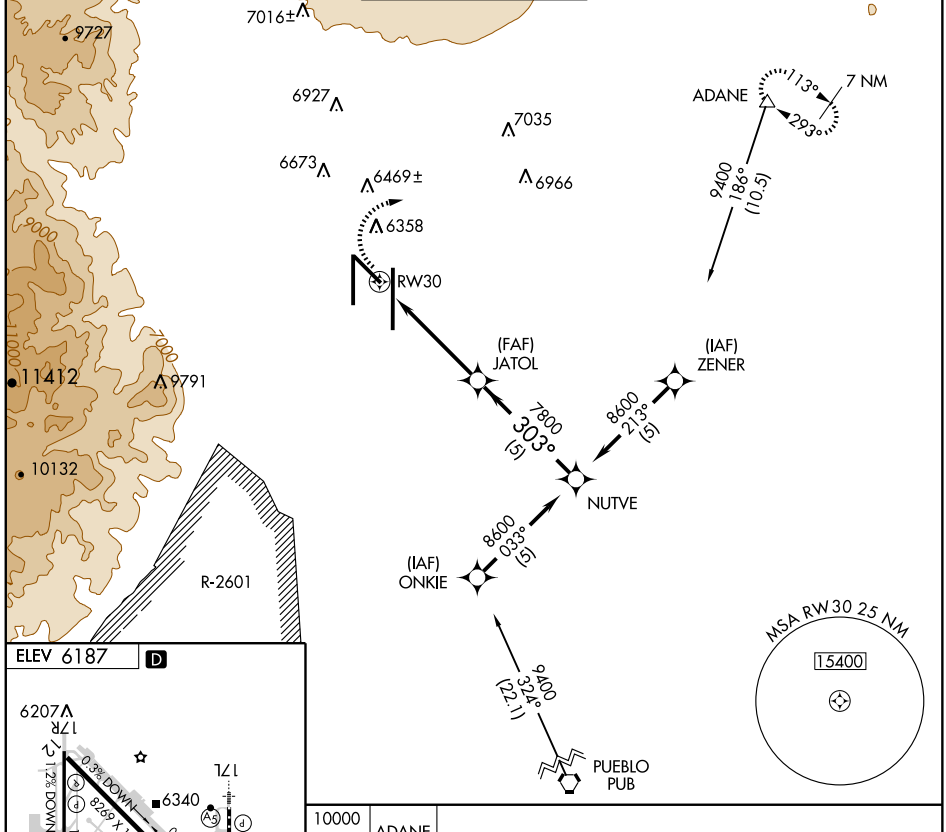
APP CRS	Rwy ldg	7914
303°	TDZE	6156
	Apt Elev	6187

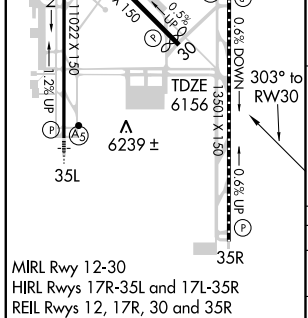
RNAV (GPS) RWY 30
COLORADO SPRINGS/CITY OF COLORADO SPRINGS MUNI (COS)

DME/DME RNP-0.3 NA.

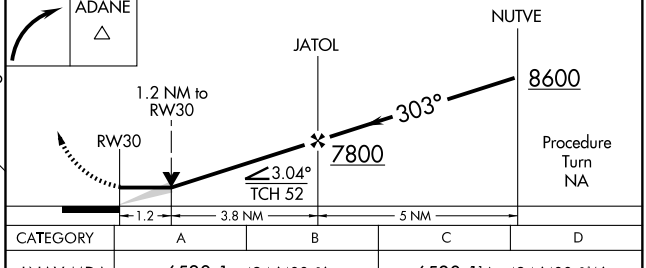
MISSED APPROACH: Climbing right turn to 10000 direct ADANE and hold.

ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	118.5 239.025	133.15 335.55 (EAST) 119.9 360.6 (WEST)	121.7 348.6	134.45 363.125





MIRL Rwy 12-30
HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 12, 17R, 30 and 35R
TDZ/CL Rwys 17L and 35R



CATEGORY	A	B	C	D
LNAV MDA	6580-1 424 (400-1)		6580-1¼ 424 (400-1¼)	
CIRCLING	6740-1 553 (600-1)		6740-1½ 553 (600-1½)	6800-2 613 (700-2)

WAAS CH 53602 W35A	APP CRS 348°	Rwy ldg 13501 TDZE 6118 Apt Elev 6187

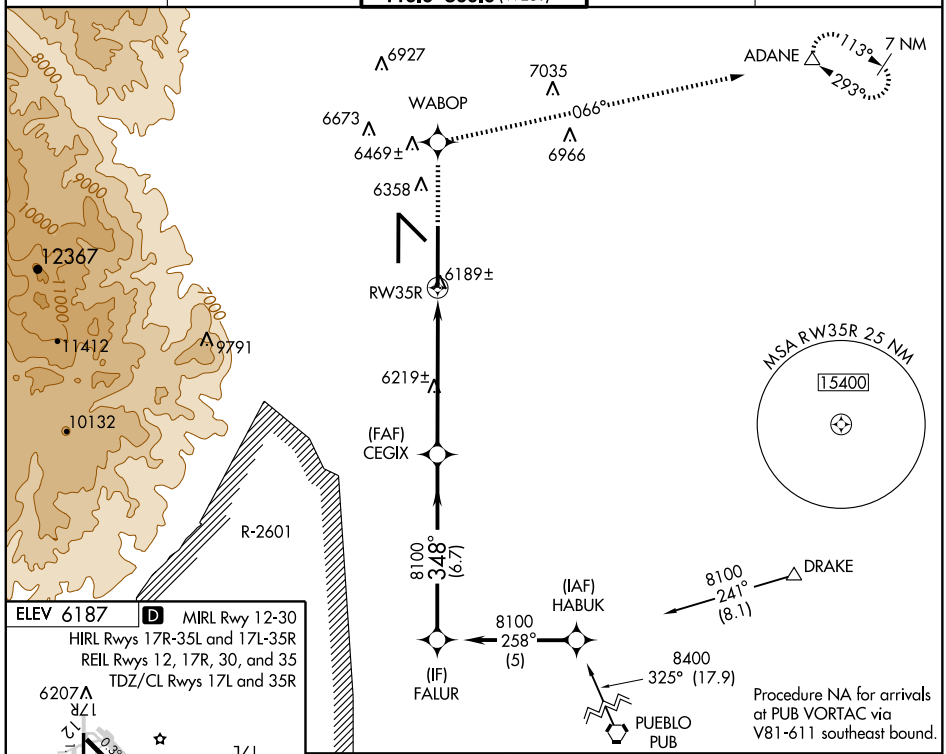
RNAV (GPS) RWY 35R

COLORADO SPRINGS/CITY OF COLORADO SPRINGS MUNI (COS)

Baro-VNAV NA when using Centennial altimeter setting. If local altimeter setting not received, use Centennial altimeter setting and increase all DAs/MDAs 160 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C (-16°F) or above 37°C (98°F).
DME/DME RNP -0.3 NA. VDP NA when using Centennial altimeter setting.

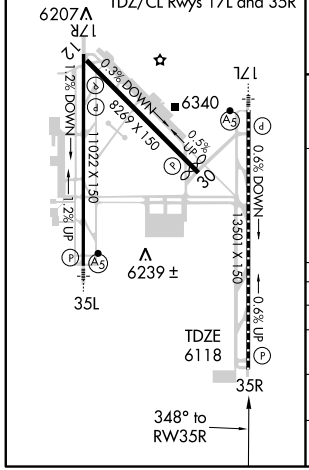
MISSED APPROACH: Climb to 10000 direct WABOP and via 066° track to ADANE and hold, continue climb-in-hold to 10000.

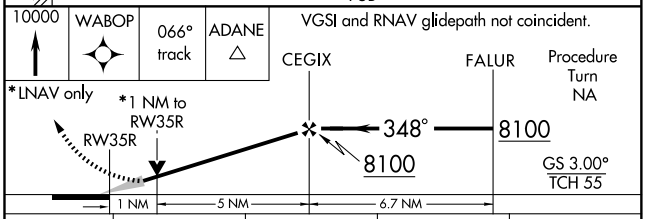
ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	118.5 239.025	133.15 335.55 (EAST) 119.9 360.6 (WEST)	121.7 348.6	134.45 363.125



ELEV 6187

D MIRL Rwy 12-30
HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 12, 17R, 30, and 35
TDZ/CL Rwys 17L and 35R



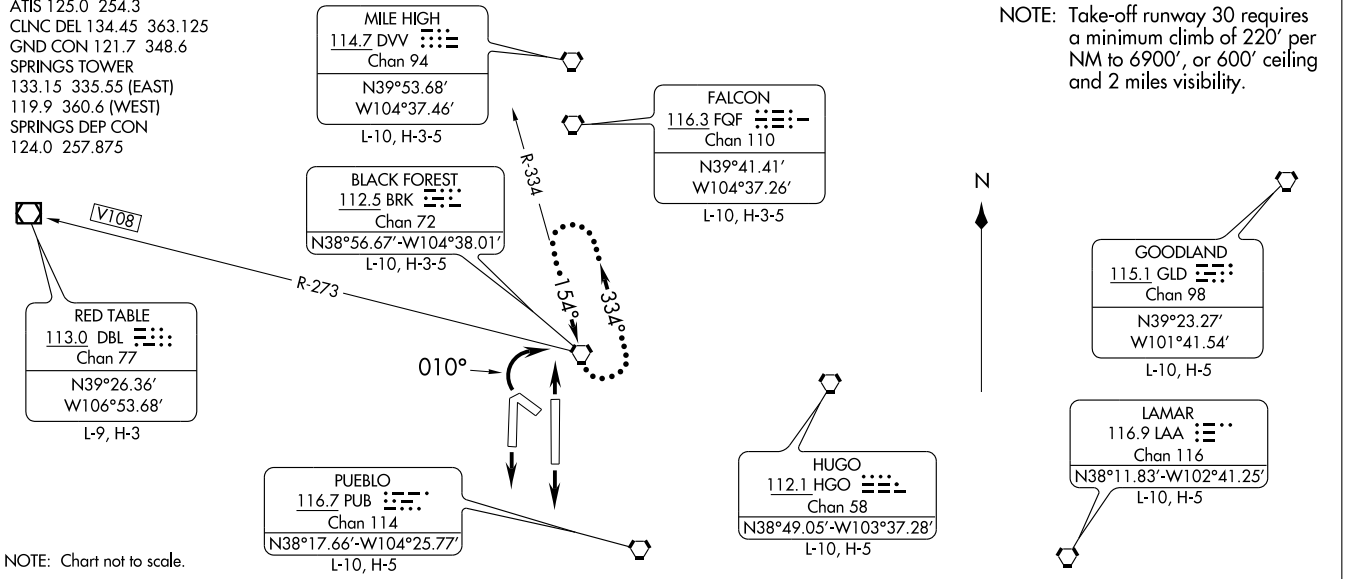


CATEGORY	A	B	C	D
LPV DA	6368-1 250 (200-1)			
LNAV/VNAV DA	6459-1¼ 341 (300-1¼)			
LNAV MDA	6480-1 362 (300-1)			6480-1¼ 362 (300-1¼)
CIRCLING	6740-1 553 (600-1)	6760-1 573 (600-1)	6760-1½ 573 (600-1½)	6840-2 653 (700-2)

SPRINGS TWO DEPARTURE

ATIS 125.0 254.3
CLNC DEL 134.45 363.125
GND CON 121.7 348.6
SPRINGS TOWER
133.15 335.55 (EAST)
119.9 360.6 (WEST)
SPRINGS DEP CON
124.0 257.875

NOTE: Take-off runway 30 requires a minimum climb of 220′ per NM to 6900′, or 600′ ceiling and 2 miles visibility.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 12, 17R/L, 35R/L: Fly runway/assigned heading for radar vectors to filed/assigned route. Thence . . . .
TAKE-OFF RUNWAY 30: Turn right within 2 NM heading 010° or assigned heading for radar vectors to filed/assigned route. Thence . . . .

. . . . Maintain 10,000′. Expect clearance to filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If not in contact with ATC within 1 minute after departure from runways 12 and 17L/R turn left, from runways 30 and 35L/R turn right. All aircraft climb to filed altitude via direct BRK VORTAC, thence via filed/assigned route. Aircraft filed V108 westbound: continue climb in holding pattern to cross BRK VORTAC at or above 14,000′.

APP CRS	Rwy ldg	7205
024°	TDZE	5918
	Apt Elev	5918

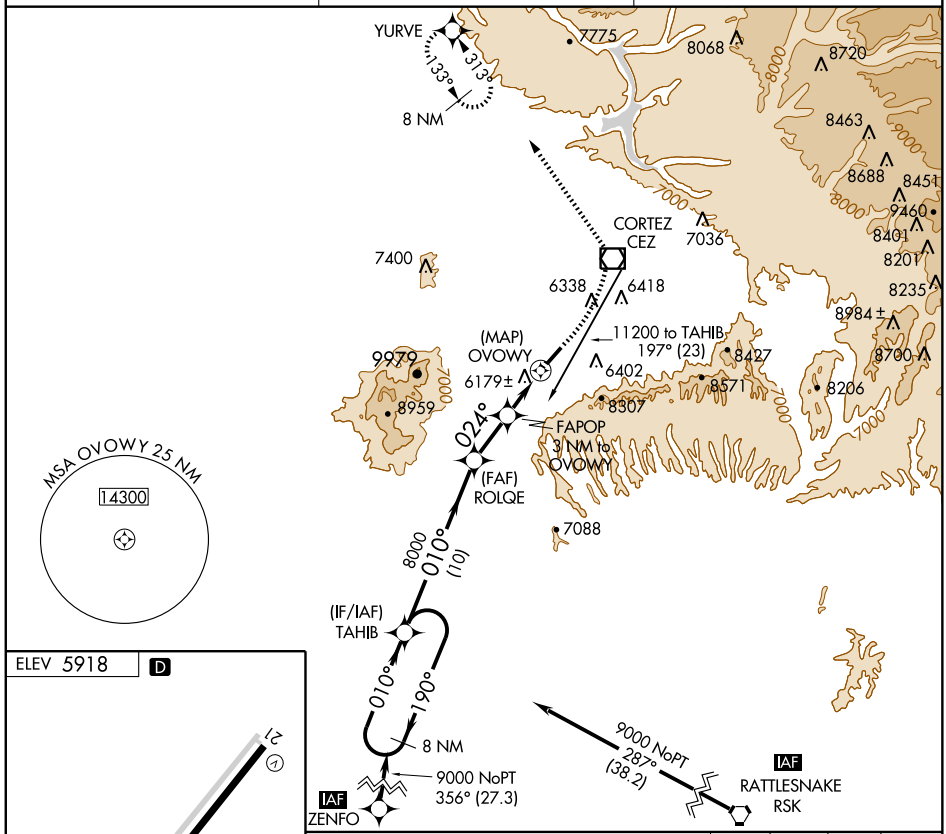
RNAV (GPS) RWY 3
CORTEZ MUNI (CEZ)

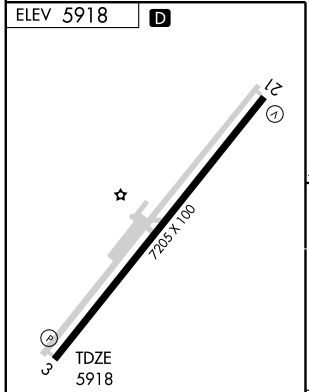
T
NA

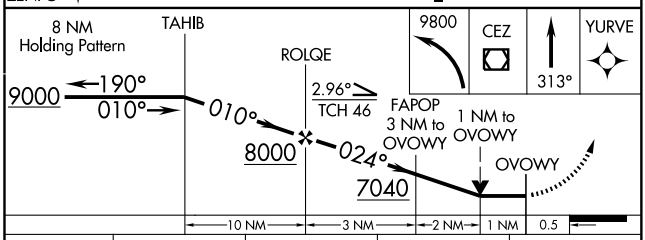
IAF ARM APPROACH MODE PRIOR TO IAF.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 9800 via left turn direct CEZ VOR/DME and 313° track to YURVE WP and hold.

ASOS	DENVER CENTER	UNICOM
135.625	118.575 348.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	6440-1 522 (600-1)		6440-1½ 522 (600-1½)	6440-1¾ 522 (600-1¾)
CIRCLING	6560-1 642 (700-1)		6600-2 682 (700-2)	6800-3 882 (900-3)

REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

SW-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	7205
210°	TDZE	5913
	Apt Elev	5918

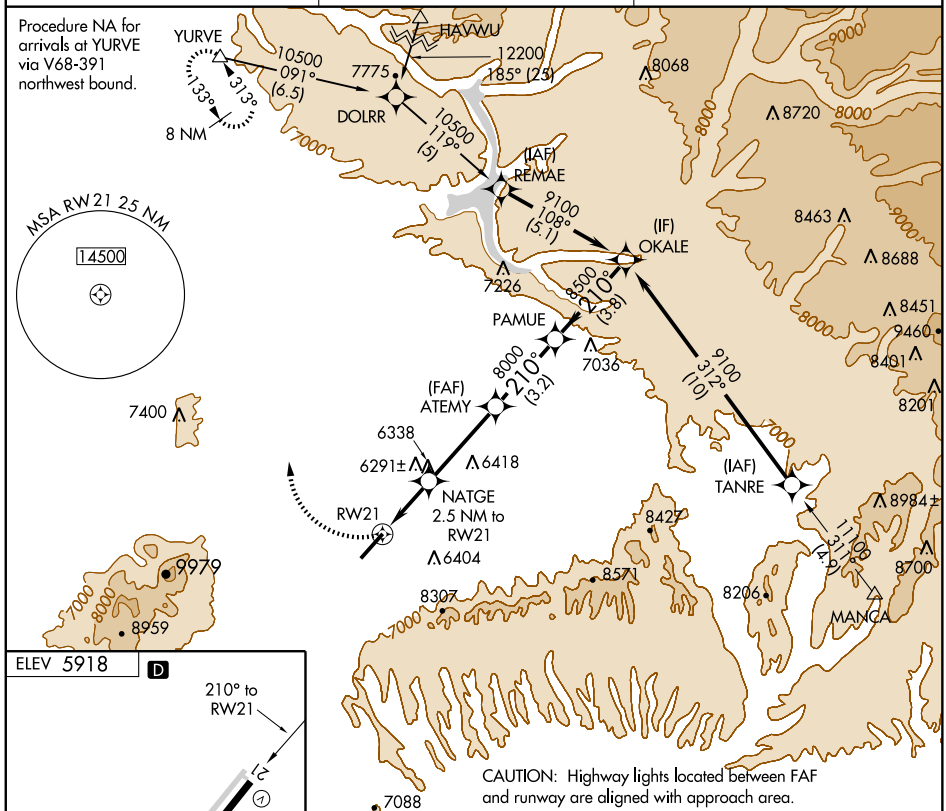
RNAV (GPS) Y RWY 21

CORTEZ MUNI (CEZ)

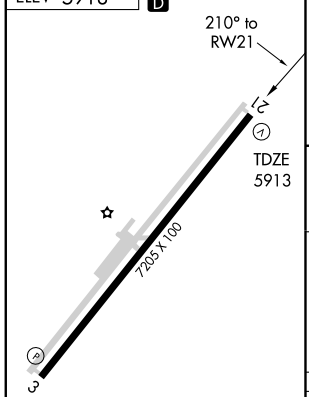
DME/DME RNP-0.3 NA.
When VGSI inop, procedure NA at night.

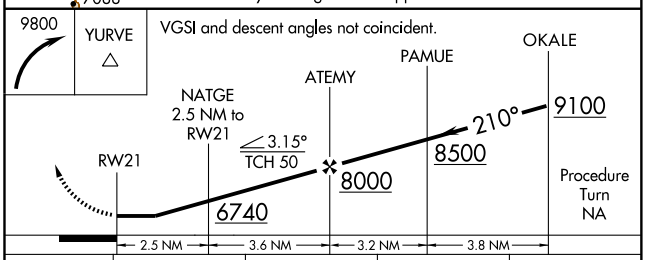
MISSED APPROACH: Climbing right turn to 9800 direct YURVE and hold.

ASOS	DENVER CENTER	UNICOM
135.625	118.575 348.7	122.8 (CTAF) L



CAUTION: Highway lights located between FAF and runway are aligned with approach area.





CATEGORY	A	B	C	D
LNAV MDA	6560-1 647 (700-1)		6560-1¾ 647 (700-1¾)	6560-2 647 (700-2)
CIRCLING	6560-1 642 (700-1)		6600-2 682 (700-2)	6800-3 882 (900-3)

REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

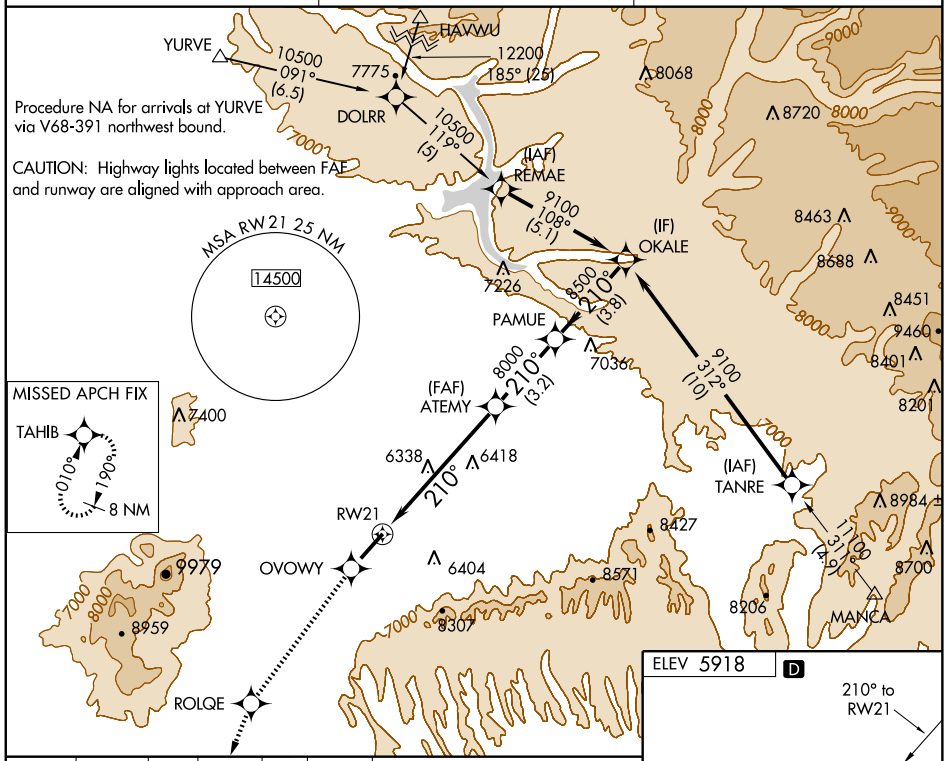
WAAS CH 99699 W21A	APP CRS 210°	Rwy ldg 7205 TDZE 5913 Apt Elev 5918

RNAV (GPS) Z RWY 21
CORTEZ MUNI (CEZ)

DME/DME RNP-0.3 NA.
When VGSI inoperative, procedure NA at night.

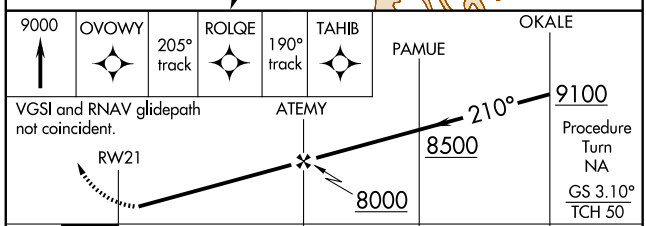
MISSED APPROACH: Climb to 9000 direct OVOWY and via 205° track to ROLQE and via 190° track to TAHIB and hold.

ASOS	DENVER CENTER	UNICOM
135.625	118.575 348.7	122.8 (CTAF) L

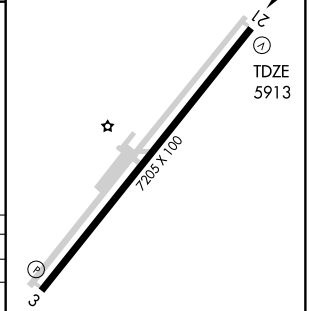


9000	OVOWY	205° track	ROLQE	190° track	TAHIB

VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
LPV DA	6215-1 302 (300-1)			
LNAV/VNAV DA	NA			
LNAV MDA	7140-1¼ 1227 (1300-1¼)	7140-1½ 1227 (1300-1½)	7140-3 1227 (1300-3)	
CIRCLING	7140-1¼ 1222 (1300-1¼)	7140-1½ 1222 (1300-1½)	7140-3 1222 (1300-3)	



REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

SW-1, 14 JAN 2010 to 11 FEB 2010

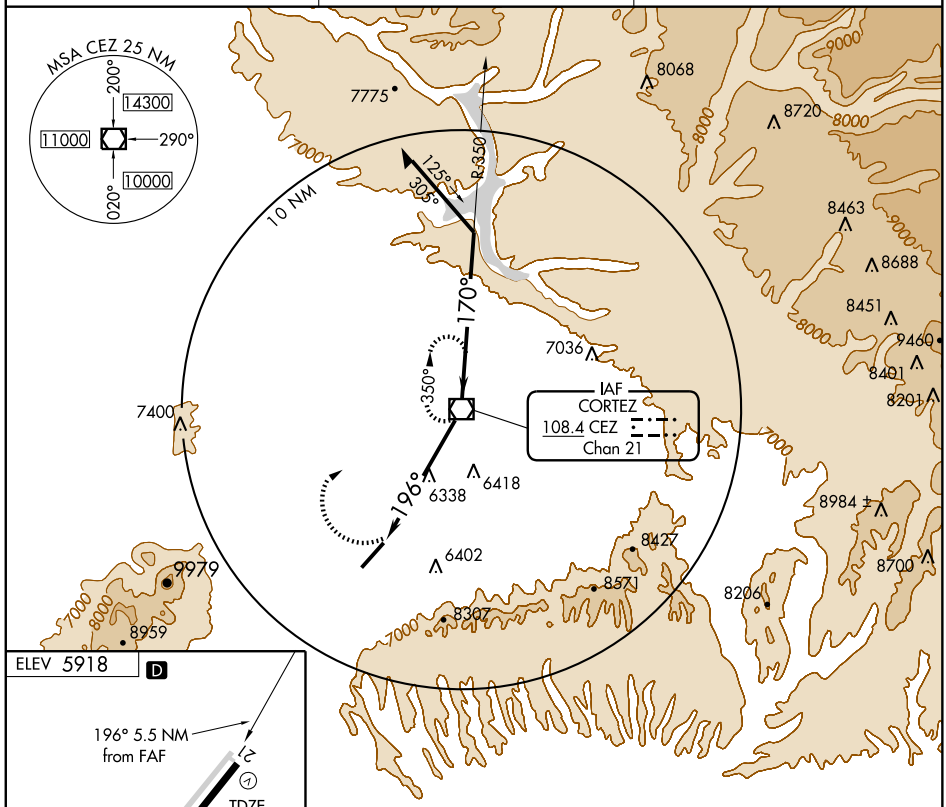
VOR/DME CEZ 108.4 Chan 21	APP CRS 196°	Rwy ldg 7205 TDZE 5913 Apt Elev 5918

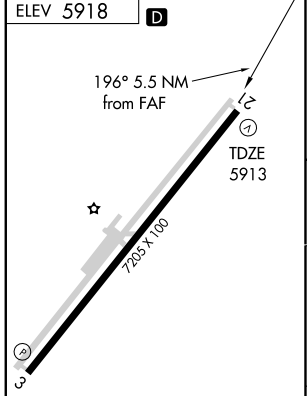
VOR RWY 21
CORTEZ MUNI (CEZ)

CAUTION: Highway lights located between facility and runway are aligned with approach area.

MISSED APPROACH: Climbing right turn to 9800 direct to CEZ VOR/DME and hold.

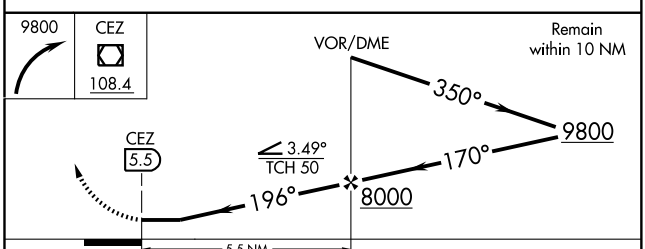
ASOS	DENVER CENTER	UNICOM
135.625	118.575 348.7	122.8 (CTAF) L





REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D
S-21	6600-1 687 (700-1)		6600-2 687 (700-2)	6600-2¼ 687 (700-2¼)
CIRCLING	6600-1 682 (700-1)		6600-2 682 (700-2)	6800-3 882 (900-3)

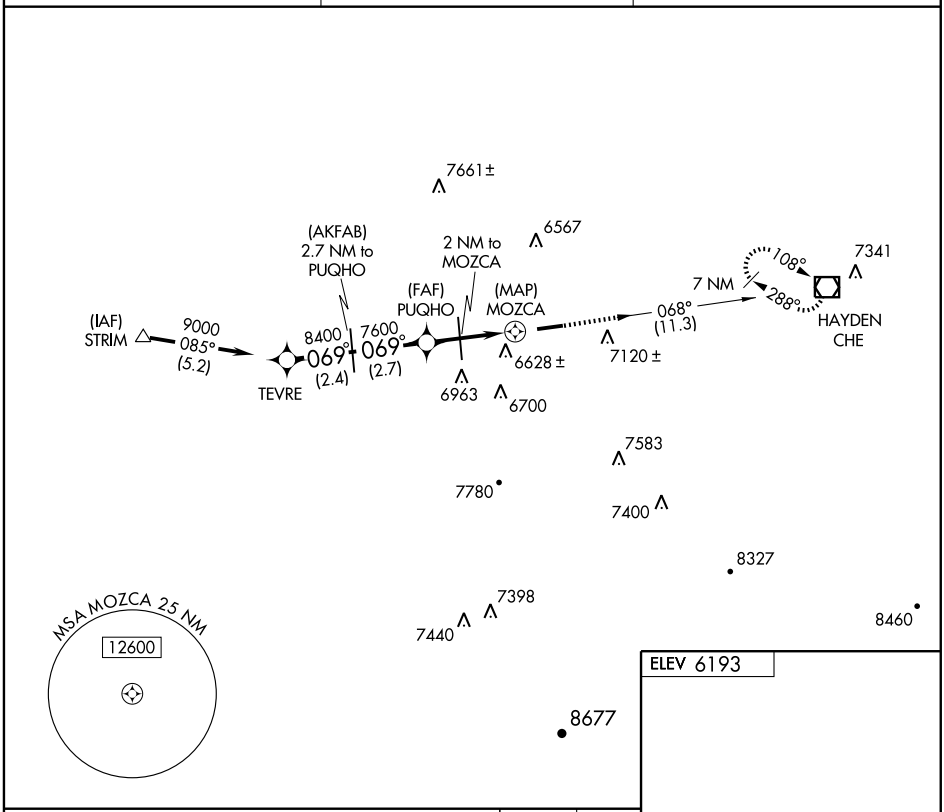
APP CRS	Rwy ldg	5600
069°	TDZE	6188
	Apt Elev	6193

GPS RWY 7
CRAIG-MOFFAT (CAG)

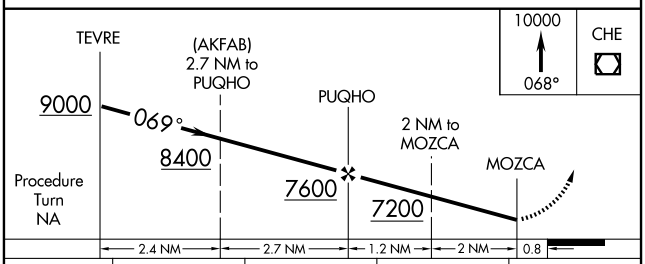
NA

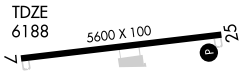
MISSED APPROACH: Climb to 10000 via 068° course to CHE VOR/DME and hold.

ASOS	DENVER CENTER	UNICOM
135.425	120.475 235.975	122.8 (CTAF) L



ELEV 6193





CATEGORY	A	B	C	D
S-7	6940-1 752 (800-1)	6940-1¼ 752 (800-1¼)	6940-2¼ 752 (800-2¼)	6940-2½ 752 (800-2½)
CIRCLING	7220-1¼ 1027 (1100-1¼)	7320-1½ 1127 (1200-1½)	7420-3 1227 (1300-3)	

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

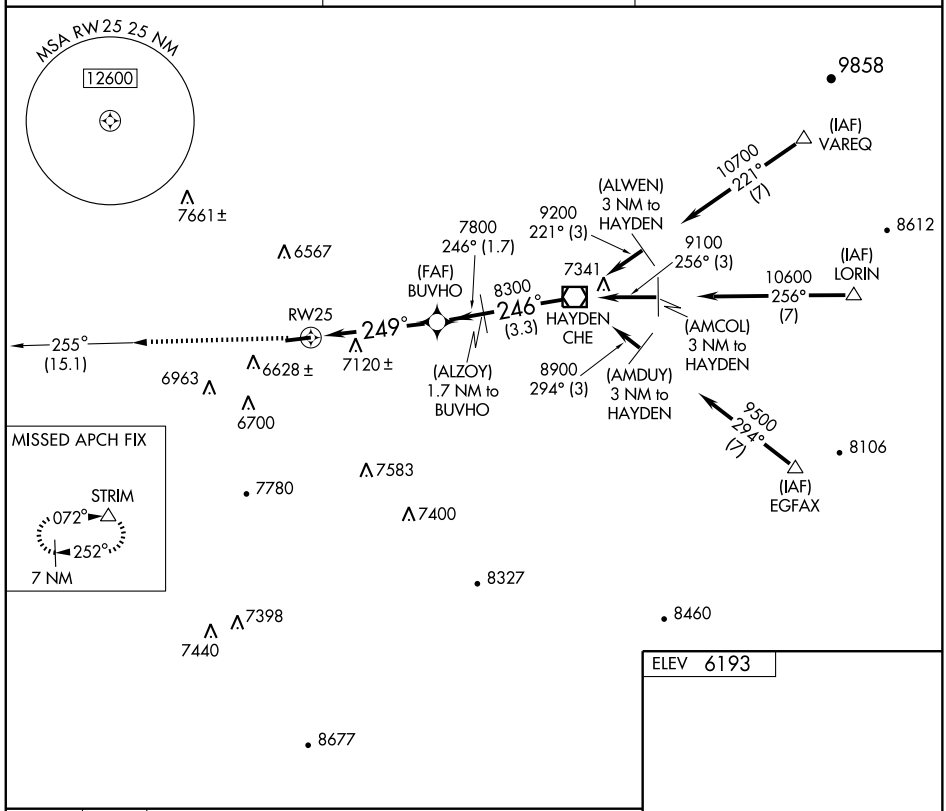
APP CRS	Rwy ldg	5600
249°	TDZE	6193
	Apt Elev	6193

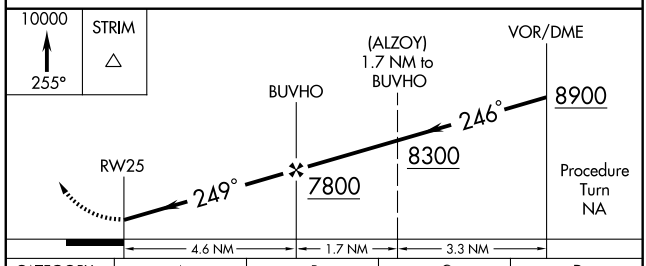
GPS RWY 25
CRAIG-MOFFAT (CAG)

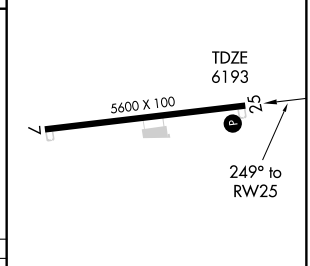
NA

MISSED APPROACH: Climb to 10000 via 255° course to STRIM WP and hold.

ASOS	DENVER CENTER	UNICOM
135.425	120.475 235.975	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-25	7380-1¼ 1187 (1200-1¼)	7380-1½ 1187 (1200-1½)	7380-3 1187 (1200-3)	
CIRCLING	7380-1¼ 1187 (1200-1¼)	7380-1½ 1187 (1200-1½)	7420-3 1227 (1300-3)	

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

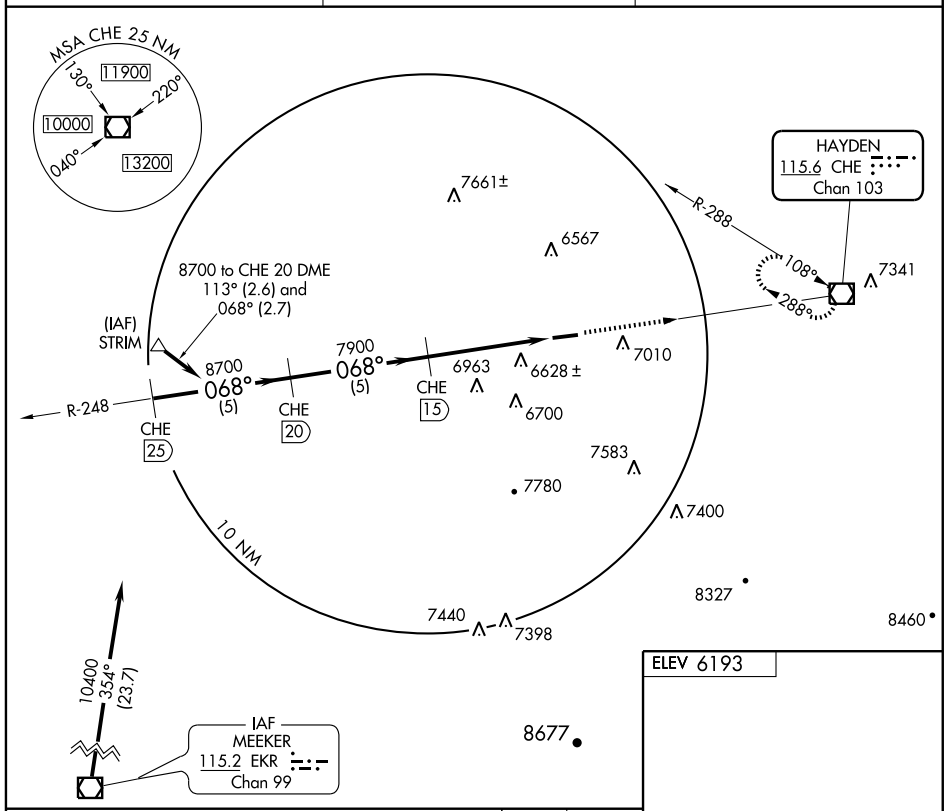
SW-1, 14 JAN 2010 to 11 FEB 2010

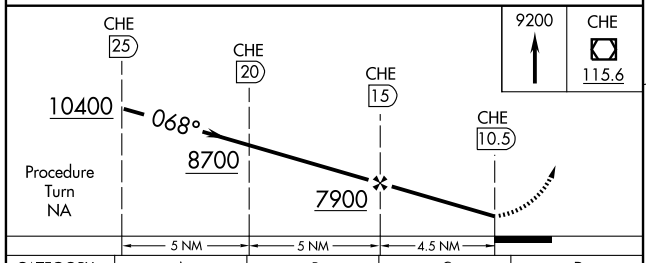
VOR/DME CHE 115.6 Chan 103	APP CRS 068°	Rwy ldg 5600 TDZE 6193 Apt Elev 6193

VOR/DME RWY 7
CRAIG-MOFFAT (CAG)

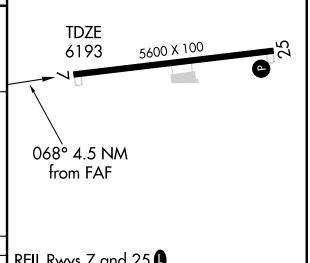
MISSED APPROACH: Climb to 9200 direct CHE VOR/DME and hold.

ASOS	DENVER CENTER	UNICOM
135.425	120.475 235.975	122.8 (CTAF) L





ELEV 6193



REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

CATEGORY	A	B	C	D
S-7	7220-1¼ 1027 (1100-1¼)	7220-1½ 1027 (1100-1½)	7220-3 1027 (1100-3)	
CIRCLING	7220-1¼ 1027 (1100-1¼)	7320-1½ 1127 (1200-1½)	7420-3 1227 (1300-3)	

Knots	60	90	120	150	180
Min:Sec					

SW-1, 14 JAN 2010 to 11 FEB 2010

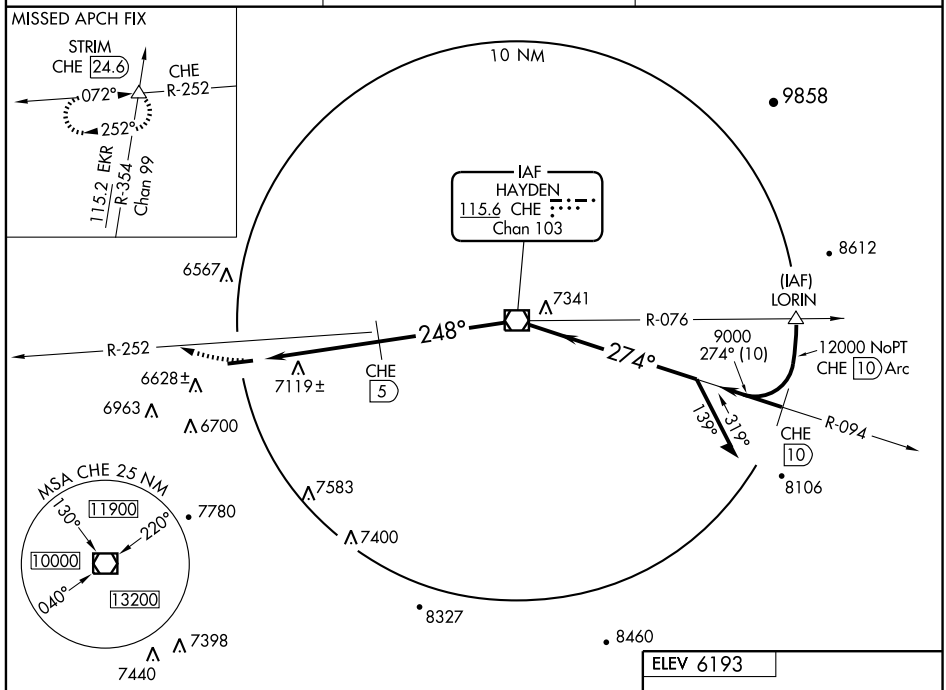
VOR/DME CHE 115.6 Chan 103	APP CRS 248°	Rwy ldg 5600 TDZE 6192 Apt Elev 6193

VOR RWY 25
CRAIG-MOFFAT (CAG)

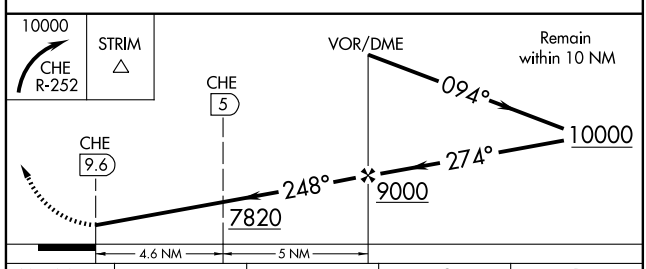
T
A

MISSED APPROACH: Climbing right to 10000 via CHE R-252 to STRIM Int and hold.

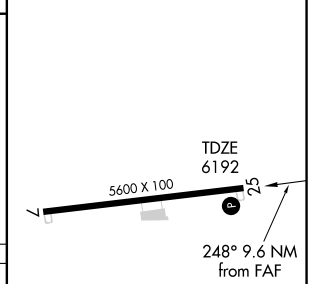
ASOS	DENVER CENTER	UNICOM
135.425	120.475 235.975	122.8 (CTAF) L



SW-1, 14 JAN 2010 to 11 FEB 2010



ELEV 6193



CATEGORY	A	B	C	D
S-25	7820-1¼ 1628 (1700-1¼)	7820-1½ 1628 (1700-1½)	7820-3	1628 (1700-3)
CIRCLING	7820-1¼ 1627 (1700-1¼)	7820-1½ 1627 (1700-1½)	7820-3	1627 (1700-3)
DME MINIMA				
S-25	7380-1¼ 1188 (1200-1¼)	7380-1½ 1188 (1200-1½)	7380-3	1188 (1200-3)
CIRCLING	7380-1¼ 1187 (1200-1¼)	7380-1½ 1187 (1200-1½)	7420-3	1227 (1300-3)

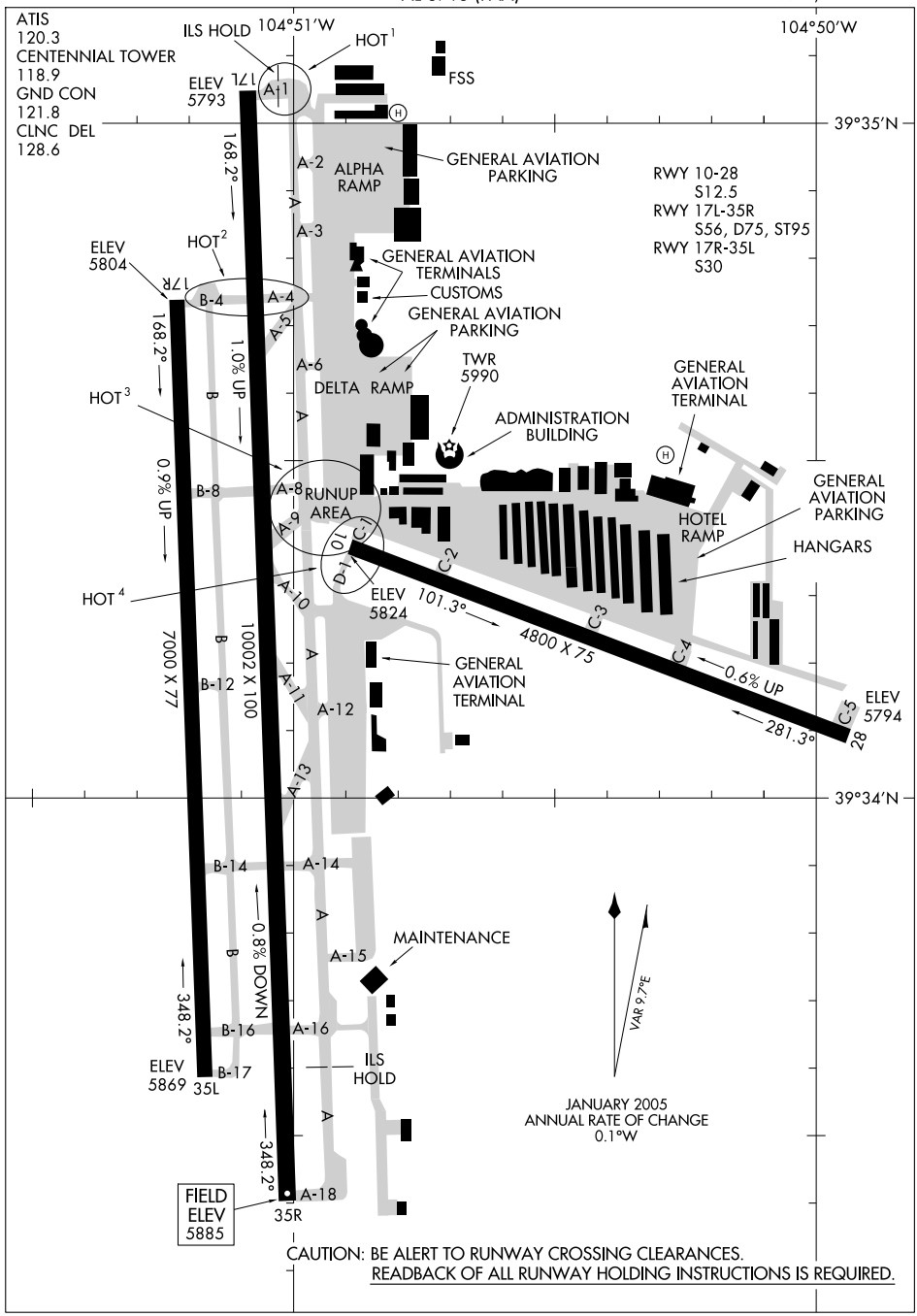
REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

FAF to MAP 9.6 NM					
Knots	60	90	120	150	180
Min:Sec	9:36	6:24	4:48	3:50	3:12

AIRPORT DIAGRAM

AL-5715 (FAA)

DENVER/ CENTENNIAL (APA)
DENVER, COLORADO

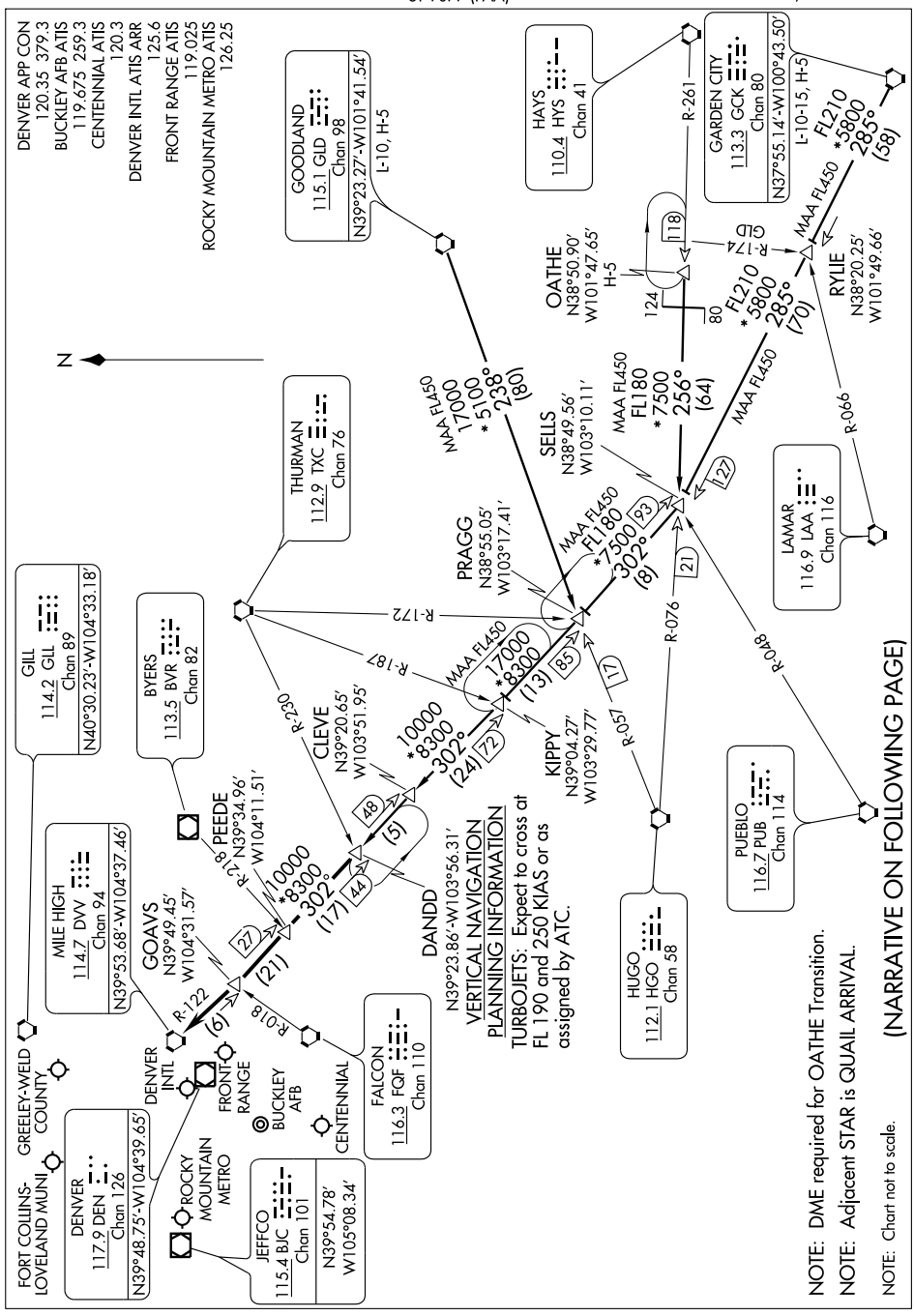


CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

DANDD FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



NOTE: DME required for OATHE Transition.

NOTE: Adjacent STAR is QUAIL ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DANDD FIVE ARRIVAL

ARRIVAL DESCRIPTION

GARDEN CITY TRANSITION (GCK.DANDD5): From over GCK VORTAC via GCK R-285 and DVV R-122 to DANDD INT. Thence....

GOODLAND TRANSITION (GLD.DANDD5): From over GLD VORTAC via GLD R-238 and HGO R-057 to PRAGG INT; then via DVV R-122 to DANDD INT. Thence....

OATHE TRANSITION (OATHE.DANDD5): From over OATHE INT via HYS R-261 and HGO R-076 to SELLS INT; then via DVV R-122 to DANDD INT. Thence....

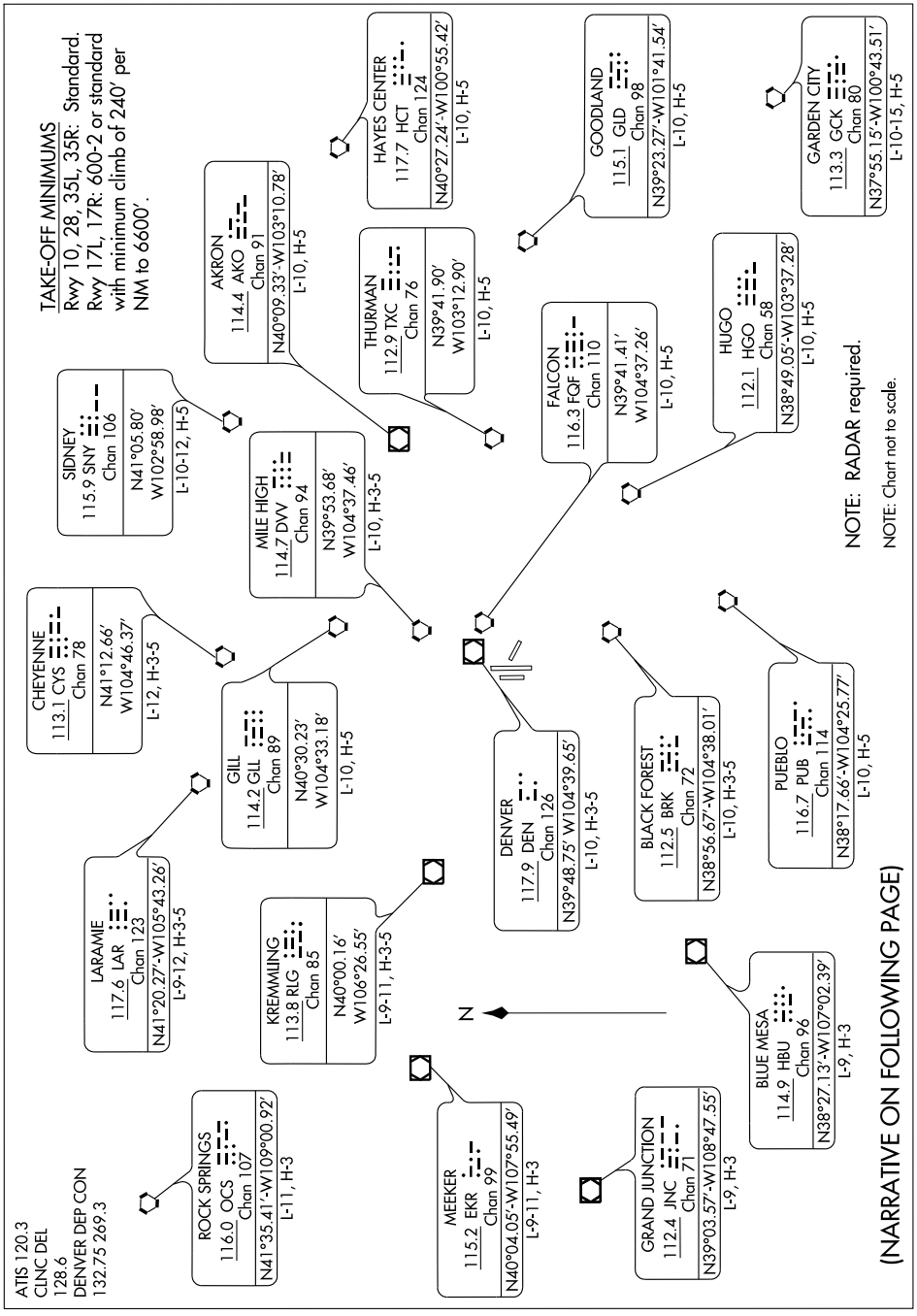
....From over DANDD INT via DVV R-122 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1. 14 JAN 2010 to 11 FEB 2010

DENVER FIVE DEPARTURE

SL-5715 (FAA)

DENVER/ CENTENNIAL (APA)
DENVER, COLORADO



SW 4 14 JAN 2010 to 11 FEB 2010

DENVER FIVE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

ILS or LOC RWY 35R
DENVER/ CENTENNIAL (APA)

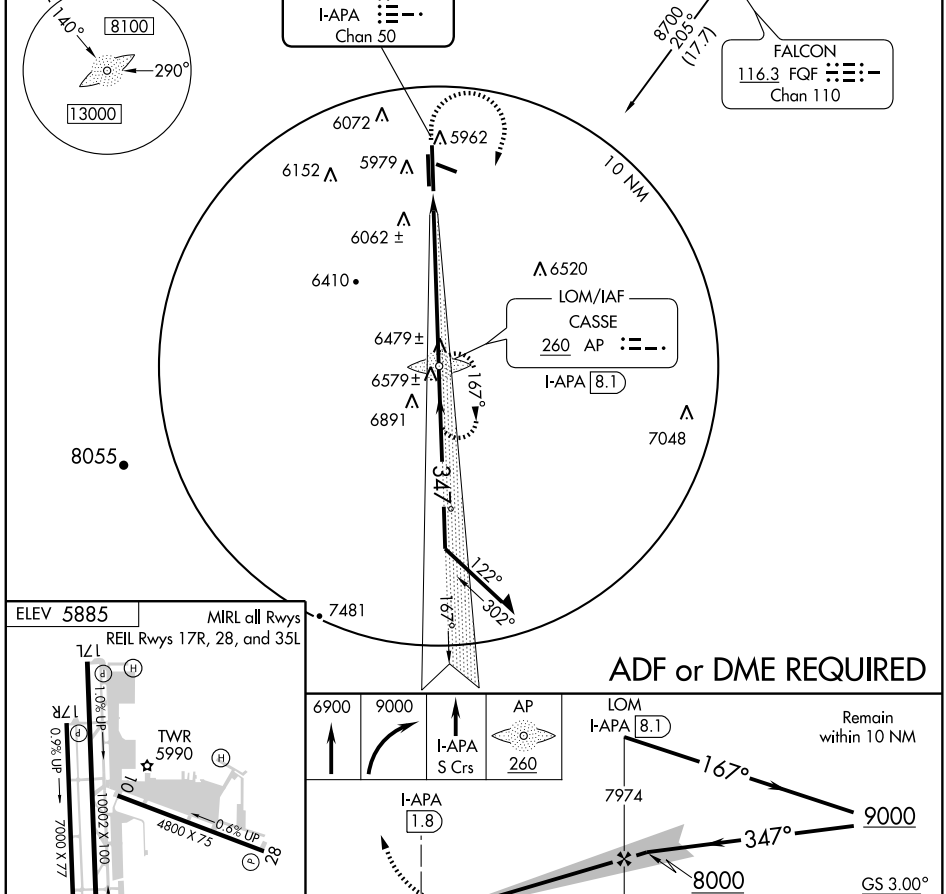
LOC/DME I-APA	APP CRS	Rwy ldg 35R		Rwy ldg 35L	
111.3	347°	TDZE	10002	TDZE	7000
Chan 50		Apt Elev	5885	Apt Elev	5869
					5885

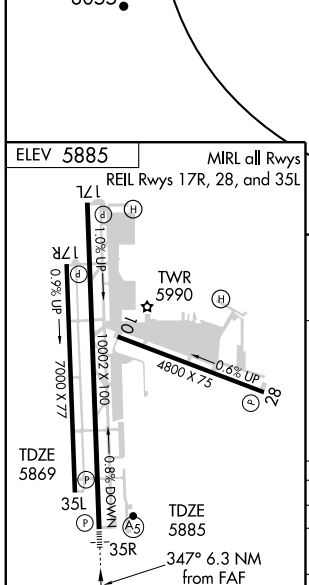
For inoperative MALSR, increase S-LOC CAT A visibility to 1 mile.
Circling to Rwy 10 not authorized at night.
ADF required until established on localizer inbound, maintain 9000 until 13 DME.

MALSR

MISSED APPROACH: Climb to 6900, then climbing right turn to 9000 to intercept I-APA South course to CASSE LOM/I-APA 8.1 DME and hold.

ATIS	DENVER APP CON	CENTENNIAL TOWER	GND CON	CLNC DEL
120.3	132.75 269.3	118.9	121.8	128.6





CATEGORY	A	B	C	D
S-ILS 35R	6085-½ 200 (200-½)			
S-LOC 35R	6760-¾ 875 (900-¾)		6760-2 875 (900-2)	6760-2¼ 875 (900-2¼)
SIDESTEP RWY 35L	6760-1¼ 891 (900-1¼)		6760-2¾ 891 (900-2¾)	6760-3 891 (900-3)
CIRCLING	6760-1 875 (900-1)	6760-1¼ 875 (900-1¼)	6760-2½ 875 (900-2½)	6760-2¾ 875 (900-2¾)

FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

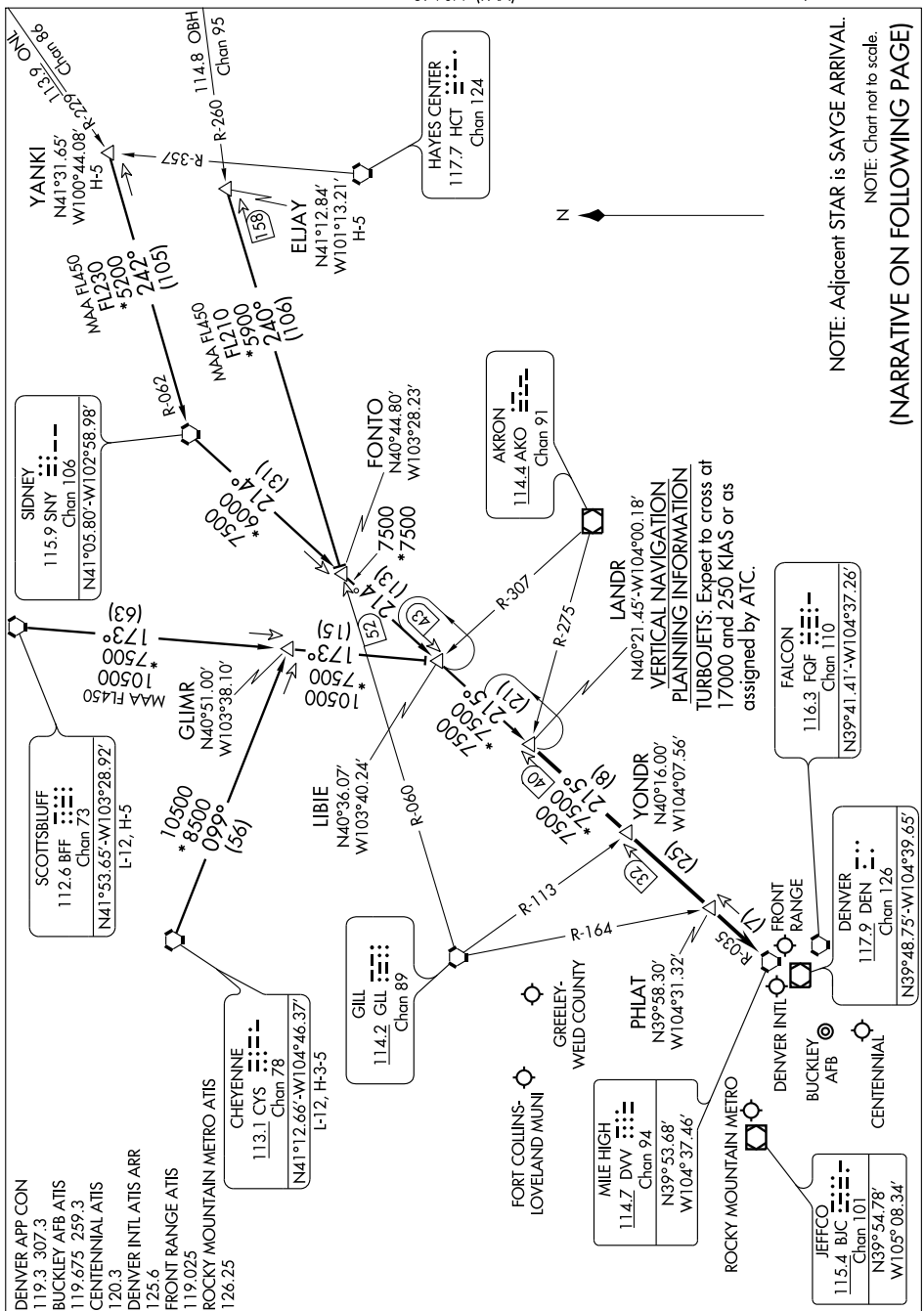
SW-1, 14 JAN 2010 to 11 FEB 2010

(LANDR.LANDR5) 07298

LANDR FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.LANDR5): From over CYS VORTAC via CYS R-099 and BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

ELJAY TRANSITION (ELJAY.LANDR5): From over ELJAY INT via GLL R-060 to FONTO INT, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

SCOTTSBLUFF TRANSITION (BFF.LANDR5): From over BFF VORTAC via BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

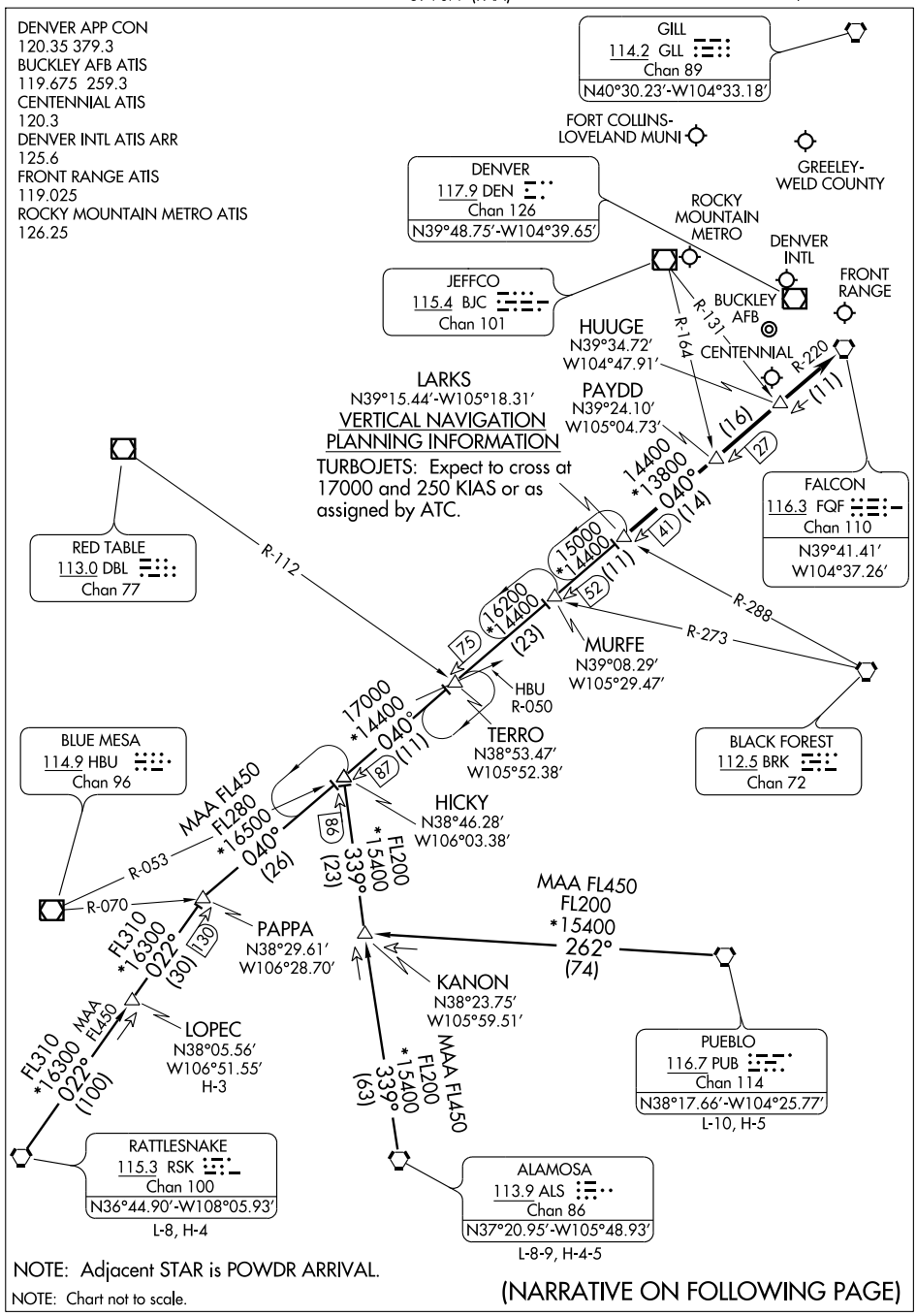
YANKI TRANSITION (YANKI.LANDR5): From over YANKI INT via SNY R-062 to SNY VORTAC, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

....From over LANDR INT via DVV R-035 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

LARKS SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



NOTE: Adjacent STAR is POWDR ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 14 JAN 2010 to 11 FEB 2010

LARKS SIX ARRIVAL

ARRIVAL DESCRIPTION

ALAMOSA TRANSITION (ALS.LARKS6): From over ALS VORTAC via ALS R-339 and FQF R-220 to LARKS INT. Thence....

LOPEC TRANSITION (LOPEC.LARKS6): From over LOPEC INT via RSK R-022 and FQF R-220 to LARKS INT. Thence....

PUEBLO TRANSITION (PUB.LARKS6): From over PUB VORTAC via PUB R-262 to KANON INT; then via ALS R-339 and FQF R-220 to LARKS INT. Thence....

RATTLESNAKE TRANSITION (RSK.LARKS6): From over RSK VORTAC via RSK R-022 and FQF R-220 to LARKS INT. Thence....

....From over LARKS INT via FQF R-220 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1. 14 JAN 2010 to 11 FEB 2010

LOM AP	APP CRS	Rwy ldg	10002
260	347°	TDZE	5885
		Apt Elev	5885

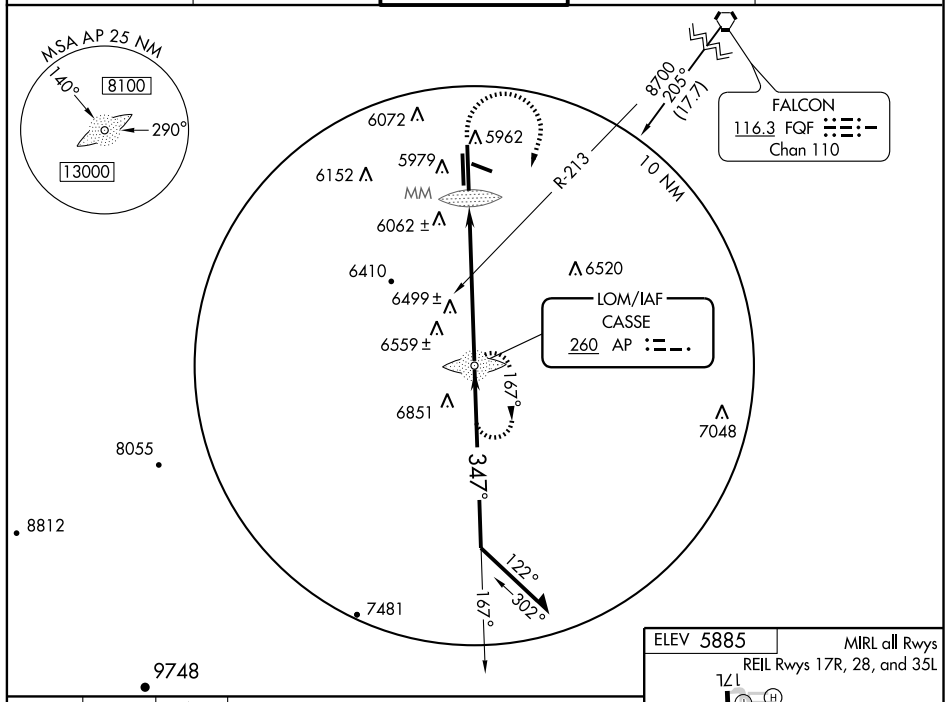
NDB RWY 35R
DENVER/ CENTENNIAL (APA)

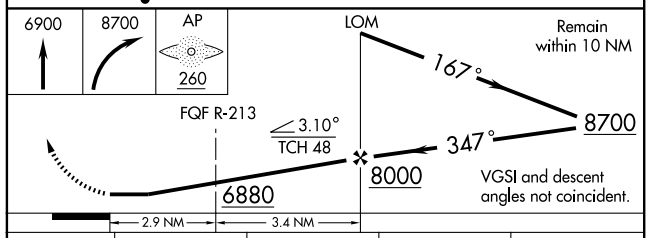
*For inoperative MALSR, increase S-35R Cat A visibility to 1¼, increase S-35R Cat B visibility to 1½.
#For inoperative MALSR, increase S-35R Cat A, B visibility to 1¼ .
Circling to Rwy 10 not authorized at night.

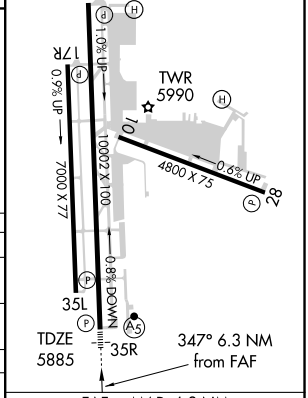
MALSR A5

MISSED APPROACH: Climb to 6900, then climbing right turn to 8700 direct AP LOM and hold.

ATIS	DENVER APP CON	CENTENNIAL TOWER	GND CON	CLNC DEL
120.3	132.75 269.3	118.9	121.8	128.6







CATEGORY	A	B	C	D
S-35R *	6880-¾ 995 (1000- ¾)	6880-1 995 (1000-1)	6880-2½ 995 (1000-2½)	6880-2¾ 995 (1000-2¾)
CIRCLING	6880-1¼ 995 (1000-1¼)	6880-1½ 995 (1000-1½)	6880-3 995 (1000-3)	
VOR MINIMUMS				
S-35R #	6780-¾ 895 (900-¾)		6780-2¼ 895 (900-2¼)	6780-2¾ 895 (900-2¾)
CIRCLING	6780-1¼ 895 (900-1¼)		6780-2¾ 895 (900-2¾)	6780-3 895 (900-3)

FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

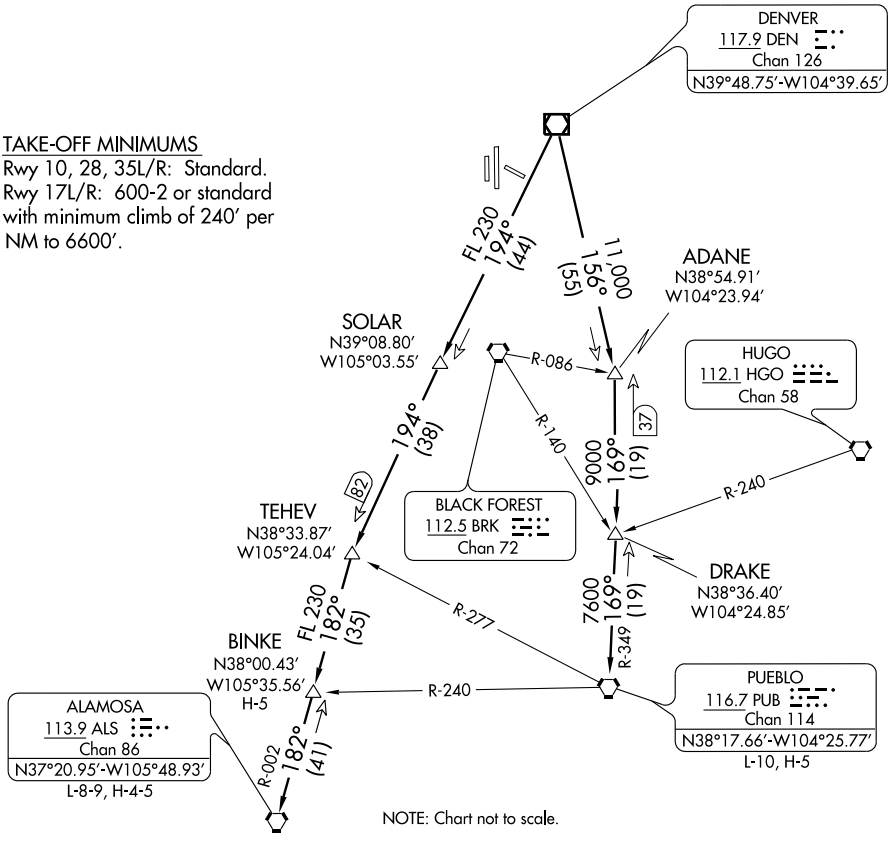
SW-1, 14 JAN 2010 to 11 FEB 2010

PIKES FOUR DEPARTURE

SL-5715 (FAA)

ATIS 120.3
CLNC DEL
128.6
DENVER DEP CON
132.75 269.3

TAKE-OFF MINIMUMS
Rwy 10, 28, 35L/R: Standard.
Rwy 17L/R: 600-2 or standard with minimum climb of 240′ per NM to 6600′.



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

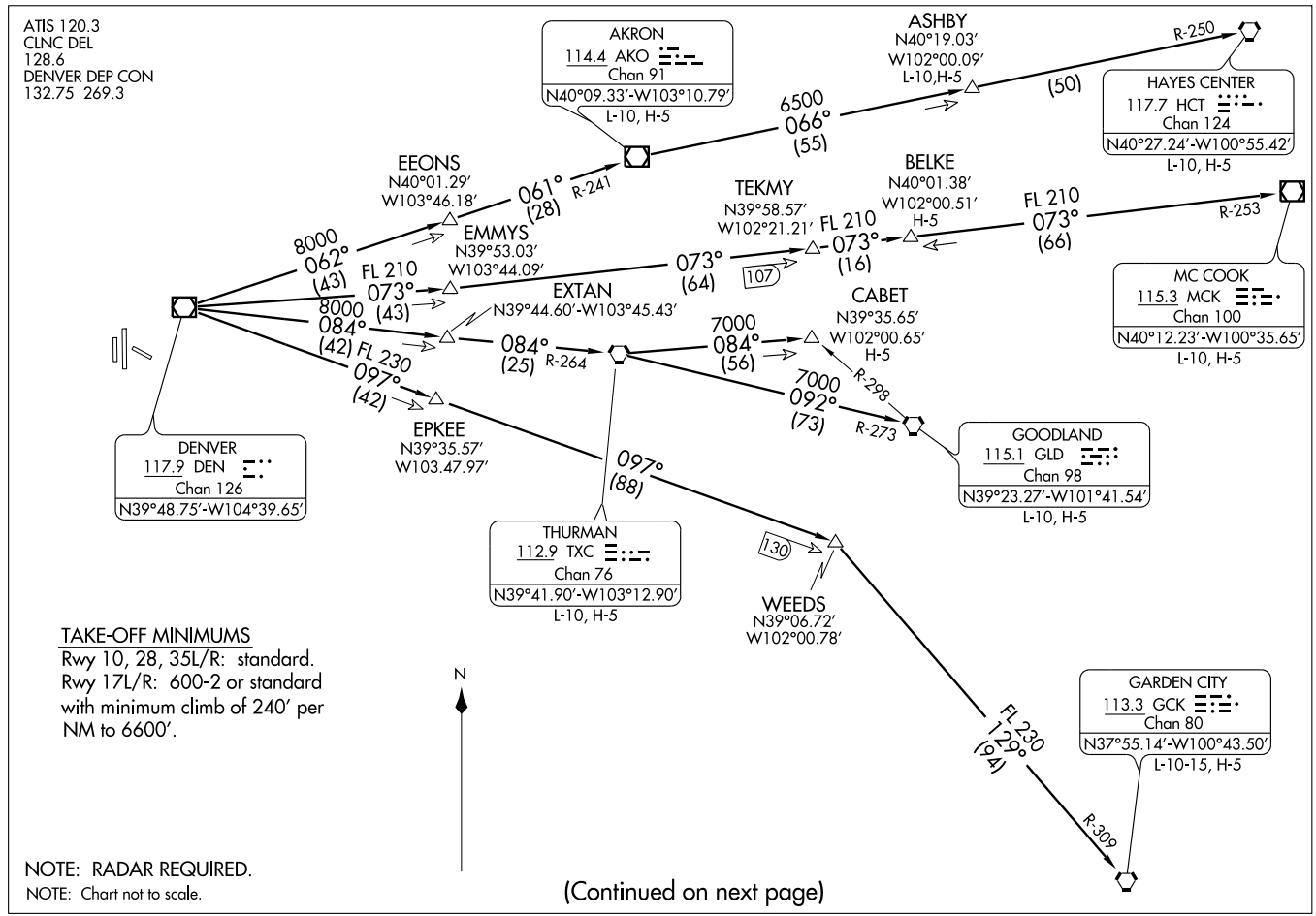
ALAMOSA TRANSITION (PIKES4.ALS): From over DEN VOR/DME via DEN R-194 and ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES4.BINKE): From over DEN VOR/DME via DEN R-194 and ALS R-002 to BINKE INT.

PUEBLO TRANSITION (PIKES4.PUB): From over DEN VOR/DME via DEN R-156 and PUB R-349 to PUB VORTAC.

SW-1, 14 JAN 2010 to 11 FEB 2010

PLAINS FOUR DEPARTURE



TAKE-OFF MINIMUMS

Rwy 10, 28, 35L/R: standard.
Rwy 17L/R: 600-2 or standard with minimum climb of 240′ per NM to 6600′.

NOTE: RADAR REQUIRED.

NOTE: Chart not to scale.

(Continued on next page)

SL-5715 (FAA)

DENVER/CENTENNIAL (APA)
DENVER, COLORADO

DEPARTURE ROUTE DESCRIPTION

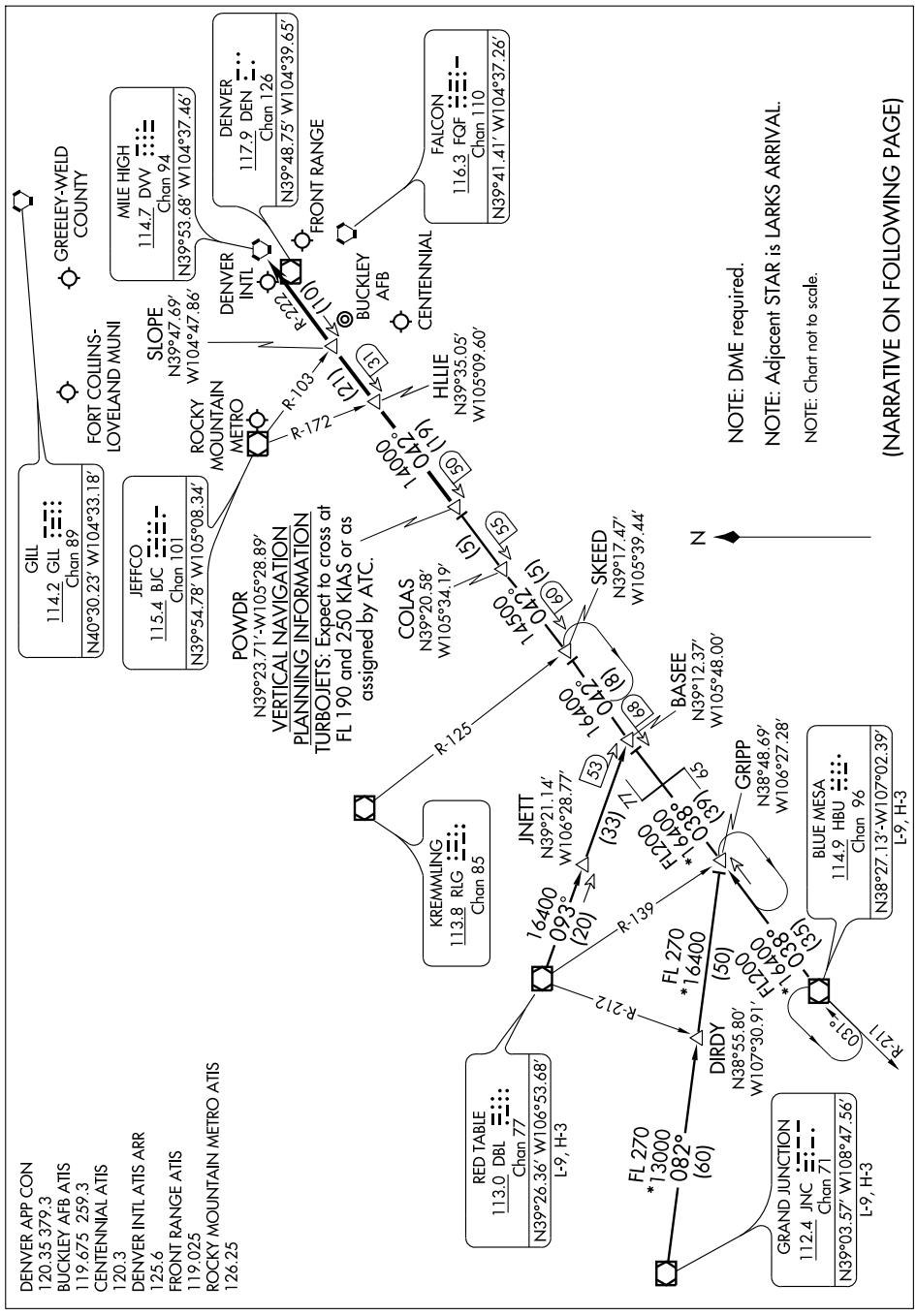
Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.
LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7,000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.
AKRON TRANSITION (PLAIN4.AKO): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME.
ASHBY TRANSITION (PLAIN4.ASHBY): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to ASHBY INT.
BELKE TRANSITION (PLAIN4.BELKE): From over DEN VOR/DME via DEN R-073 and MCK R-253 to BELKE INT.
CABET TRANSITION (PLAIN4.CABET): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-084 to CABET INT.
GARDEN CITY TRANSITION (PLAIN4.GCK): From over DEN VOR/DME via DEN R-097 and GCK R-309 to GCK VORTAC.
GOODLAND TRANSITION (PLAIN4.GLD): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-092 and GLD R-273 to GLD VORTAC.
HAYES CENTER TRANSITION (PLAIN4.HCT): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to HCT VORTAC.
MCCOOK TRANSITION (PLAIN4.MCK): From over DEN VOR/DME via DEN R-073 and MCK R-253 to MCK VOR/DME.
THURMAN TRANSITION (PLAIN4.TXC): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC.
WEEDS TRANSITION (PLAIN4.WEEDS): From over DEN VOR/DME via DEN R-097 to WEEDS INT.

SW-1. 14 JAN 2010 to 11 FEB 2010

POWDR SEVEN ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



POWDR SEVEN ARRIVAL

ARRIVAL DESCRIPTION

BLUE MESA TRANSITION (HBU.POWDR7): From over HBU VOR/DME via HBU R-038 and DVV R-222 to POWDR INT. Thence....

GRAND JUNCTION TRANSITION (JNC.POWDR7): From over JNC VORTAC via JNC R-082 to GRIPP INT; then via HBU R-038 and DVV R-222 to POWDR INT. Thence....

RED TABLE TRANSITION (DBL.POWDR7): From over DBL VOR/DME via DBL R-093 and DVV R-222 to POWDR INT. Thence....

....from over POWDR INT via DVV VORTAC R-222 to HLLIE, then via DVV VORTAC R-222 to SLOPE, then via DVV VORTAC R-222 to DVV. Expect radar vectors to the final approach course at or before DVV VORTAC.

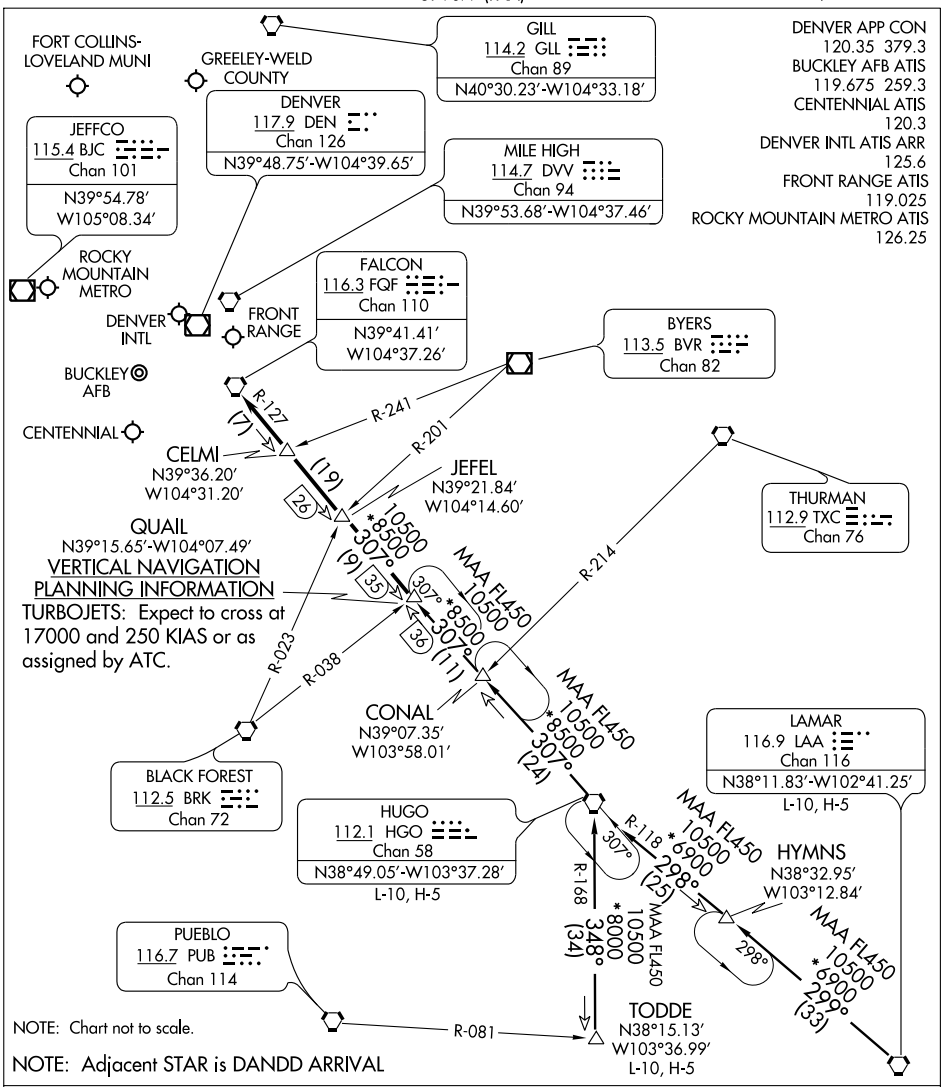
SW-1. 14 JAN 2010 to 11 FEB 2010

(QUAIL.QUAIL6) 09127

QUAIL SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



HUGO TRANSITION (HGO.QUAIL6): From over HGO VORTAC via HGO R-307 to CONAL INT; then via 306° course to QUAIL INT. Thence....

LAMAR TRANSITION (LAA.QUAIL6): From over LAA VORTAC via LAA R-299 to HYMNS INT; then via 298° course to HGO VORTAC; then via HGO R-307 to CONAL INT then via 306° course to to QUAIL INT. Thence....

TODDE TRANSITION (TODDE.QUAIL6): From over TODDE INT via HGO R-168 to HGO VORTAC; then via HGO R-307 to QUAIL INT. Thence....

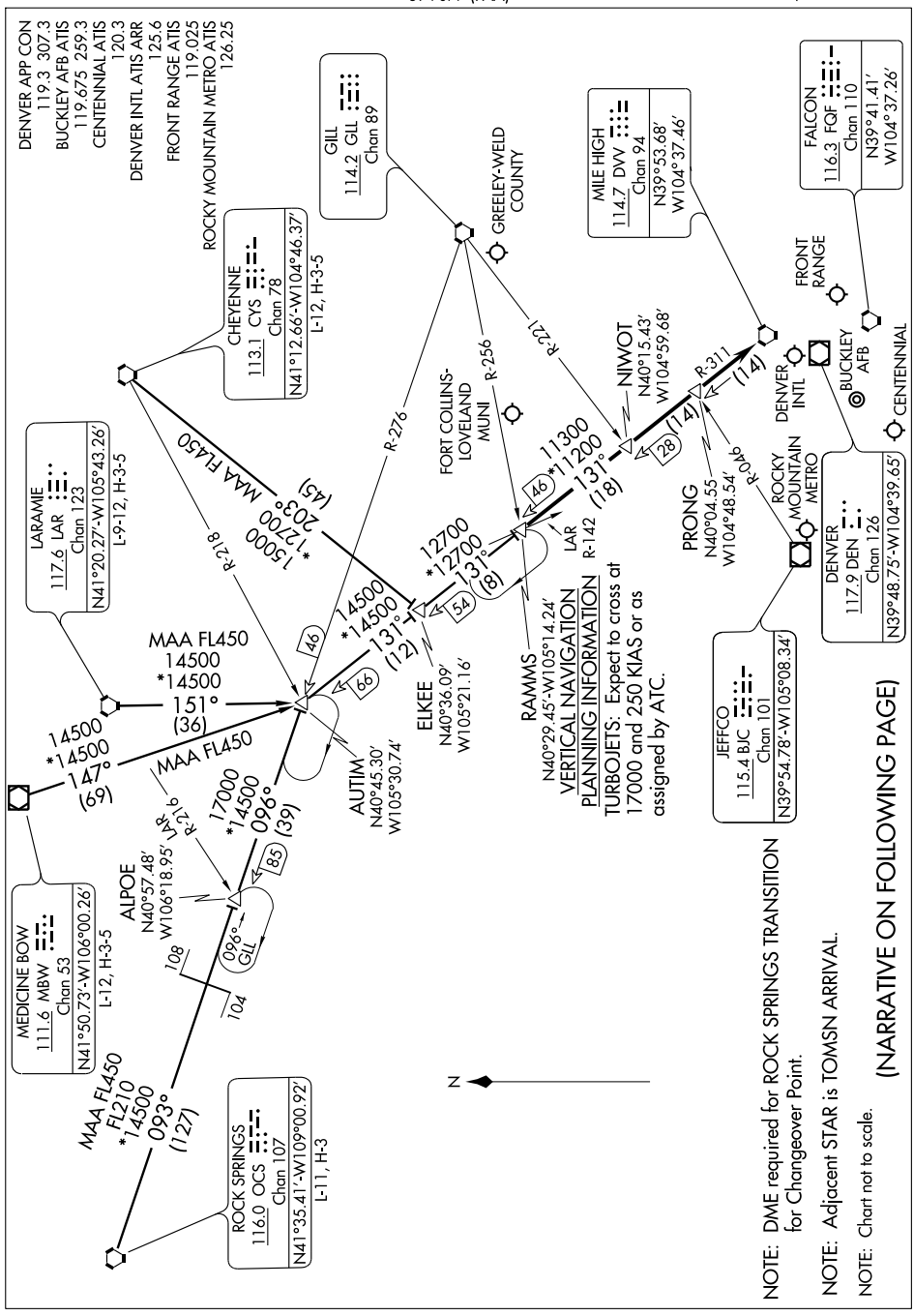
....From over QUAIL INT via HGO R-307 and FQF R-127 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1. 14 JAN 2010 to 11 FEB 2010

RAMMS FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



NOTE: DME required for ROCK SPRINGS TRANSITION for Changeover Point.

NOTE: Adjacent STAR is TOMSN ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.RAMMS5): From over CYS VORTAC via CYS R-203 and DVV R-311 to RAMMS INT. Thence....

LARAMIE TRANSITION (LAR.RAMMS5): From over LAR VORTAC via LAR R-151 and DVV R-311 to RAMMS INT. Thence....

MEDICINE BOW TRANSITION (MBW.RAMMS5): From over MBW VOR/DME via MBW R-147 and DVV R-311 to RAMMS INT. Thence....

ROCK SPRINGS TRANSITION (OCS.RAMMS5): From over OCS VORTAC via OCS R-093 and GLL R-276 to AUTIM INT, then via DVV R-311 to RAMMS INT. Thence....

....From over RAMMS INT via DVV R-311 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1. 14 JAN 2010 to 11 FEB 2010

WAAS CH 82107 W28A	APP CRS 280°	Rwy ldg 4800 TDZE 5813 Apt Elev 5885

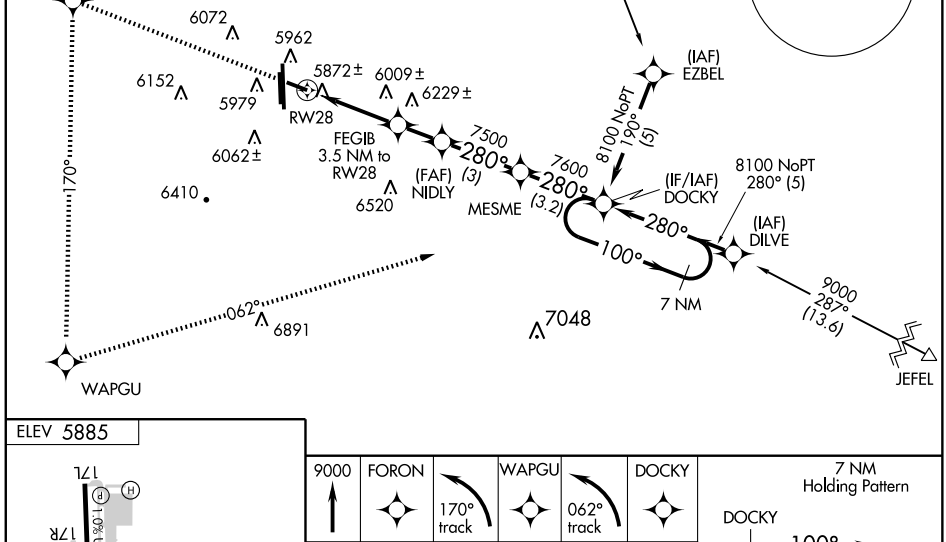
RNAV (GPS) RWY 28
DENVER/ CENTENNIAL (APA)

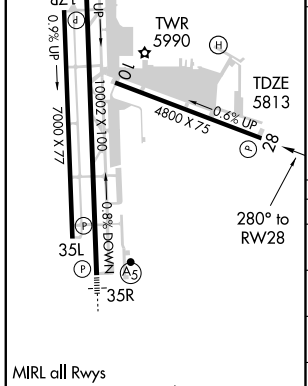
When local altimeter setting not received, use Denver Intl altimeter setting and increase all DA 108 feet and all MDA 120 feet; increase LPV all Cats visibility ¼ mile, increase LNAV/VNAV all Cats visibility ½ mile, LNAV Cats C/D visibility ¼ mile and circling Cat C visibility ½ mile, and Cat D visibility ¼ mile.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 37°C (98°F). VDP and Baro VNAV NA when using Denver Intl altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 9000 direct FORON and left turn via 170° track to WAPGU and left turn via 062° track to DOCKY and hold.

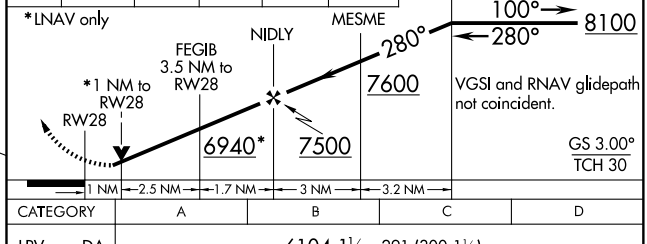
ATIS	DENVER APP CON	CENTENNIAL TOWER	GND CON	CLNC DEL
120.3	132.75 269.3	118.9	121.8	128.6

Procedure NA for arrivals on FQF VORTAC airway radials 148 CW 197.





MIRL all Rwys
REIL Rwys 17R, 28, and 35L



CATEGORY	A	B	C	D
LPV DA	6104-1¼ 291 (300-1¼)			
LNAV/ VNAV DA	6152-1¼ 339 (300-1¼)			
LNAV MDA	6260-1 447 (400-1)		6260-1¼ 447 (400-1¼)	6260-1½ 447 (400-1½)
CIRCLING	6440-1 555 (600-1)		6440-1½ 555 (600-1½)	6560-2¼ 675 (700-2¼)

SW-1, 14 JAN 2010 to 11 FEB 2010

WAAS CH 93508 W35A	APP CRS 347°	Rwy ldg 10002 TDZE 5885 Apt Elev 5885

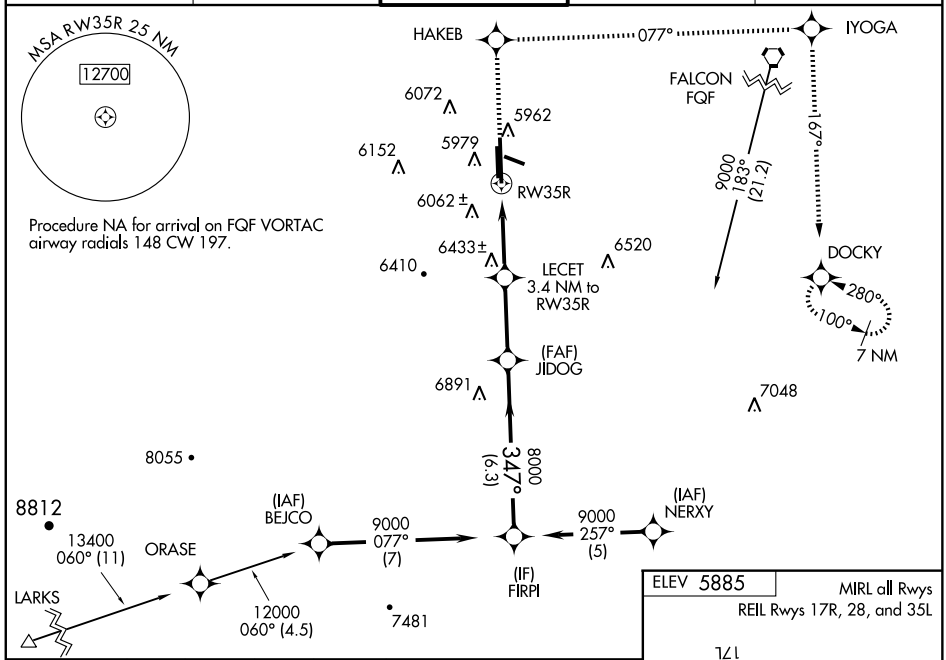
RNAV (GPS) RWY 35R
DENVER/ CENTENNIAL (APA)

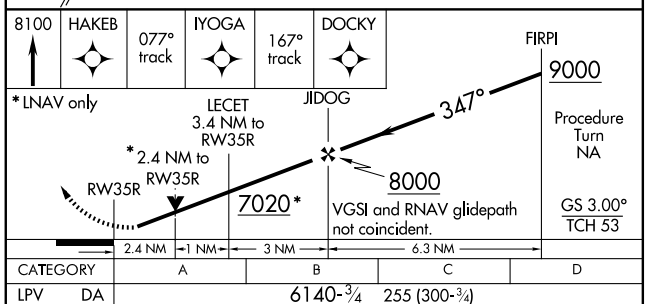
When local altimeter setting not received, use Denver Intl altimeter setting and increase all DA 108 feet and all MDA 120 feet; increase LNAV Cat C/D visibility ¼ mile and circling Cats A/C/D visibility ¼ mile. For inoperative MALSR increase LPV all Cats visibility to 1¼ mile. For inoperative MALSR increase LNAV Cat A visibility to 1. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 37°C (98°F). Inoperative table does not apply to LPV and LNAV/VNAV. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Denver Intl altimeter setting. Circling to Rwy 10 NA at night. DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 8100 direct HAKEB and via 077° track to IYOGA and via 167° track to DOCKY and hold.

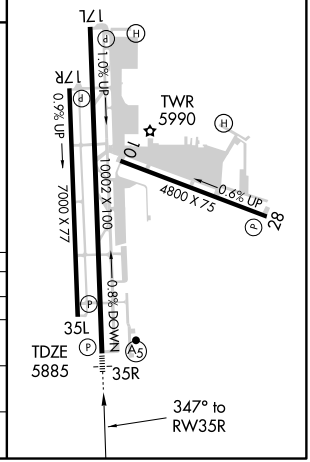
ATIS	DENVER APP CON	CENTENNIAL TOWER	GND CON	CLNC DEL
120.3	132.75 269.3	118.9	121.8	128.6





ELEV 5885

MIRL all Rwys
REIL Rwys 17R, 28, and 35L

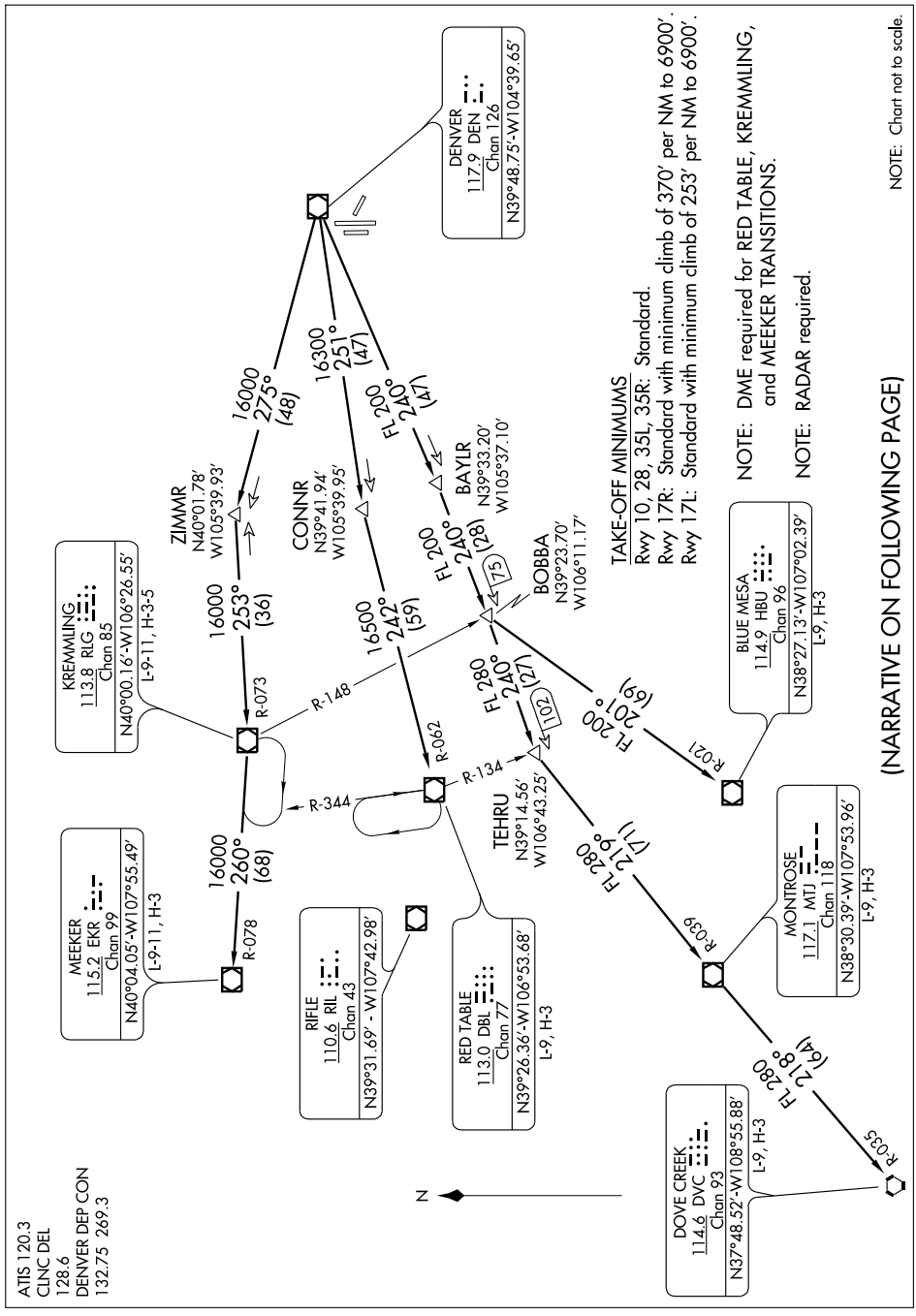


CATEGORY	A	B	C	D
LPV DA	6140-¾ 255 (300-¾)			
LNAV/VNAV DA	6925-4 1040 (1100-4)			
LNAV MDA	6700-¾ 815 (900-¾)		6700-2 815 (900-2)	6700-2¼ 815 (900-2¼)
CIRCLING	6700-1 815 (900-1)	6700-1¼ 815 (900-1¼)	6700-2½ 815 (900-2½)	6700-2¾ 815 (900-2¾)

SW-1, 14 JAN 2010 to 11 FEB 2010

ROCKIES SEVEN DEPARTURE

SL-5715 (FAA)



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

BLUE MESA (HI) TRANSITION (ROCKI7.HBU): From over DEN VOR/DME via DEN R-240 and HBU R-021 to HBU VOR/DME.

DOVE CREEK (HI) TRANSITION (ROCKI7.DVC): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME, then via MTJ R-218 and DVC R-035 to DVC VORTAC.

KREMMLING TRANSITION (ROCKI7.RLG): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI7.EKR): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME, then via RLG R-260 and EKR R-078 to EKR VOR/DME.

MONTROSE TRANSITION (ROCKI7.MTJ): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME.

RED TABLE TRANSITION (ROCKI7.DBL): From over DEN VOR/DME via DEN R-251 and DBL R-062 to DBL VOR/DME.

TAKE-OFF OBSTACLE NOTES

RWY 10: Terrain beginning 238′ from DER, 30′ right of centerline, up to 5859′ MSL.
Fences beginning 1211′ from DER, 233′ right of centerline, up to 8′ AGL/5841′ MSL.
Multiple bushes beginning 1378′ from DER, 284′ right of centerline, up to 6′ AGL/5840′ MSL.
Multiple roads with vehicles beginning 198′ from DER, 404′ left of centerline, up to 15′ AGL/5835′ MSL.
Terrain 1357′ from DER, 253′ left of centerline, 5829′ MSL.

RWY 28: Terrain beginning 89′ from DER, from 513′ left to 137′ right of centerline, up to 5849′ MSL.
Windsock 100′ from DER, 183′ left of centerline, 15′ AGL/5832′ MSL.
Multiple trees beginning 1640′ from DER, 731′ left of centerline, up to 100′ AGL/5959′ MSL.

RWY 35L: Terrain beginning 54′ from DER, 110′ right of centerline, up to 5829′ MSL.

RWY 17R: Terrain 181′ from DER, 496′ right of centerline, 5887′ MSL.
Fence 538′ from DER, 196′ right of centerline, 8′ AGL/5889′ MSL.
Multiple trees beginning 562′ from DER, 61′ right of centerline, up to 16′ AGL/5976′ MSL.
Multiple light poles beginning 2362′ from DER, 256′ right of centerline, up to 30′ AGL/5942′ MSL.
Vehicles on roads beginning 2812′ from DER, on centerline, up to 17′ AGL/5946′ MSL.
Obstruction light on building 3282′ from DER, 842′ right of centerline, 90′ AGL/6021′ MSL.

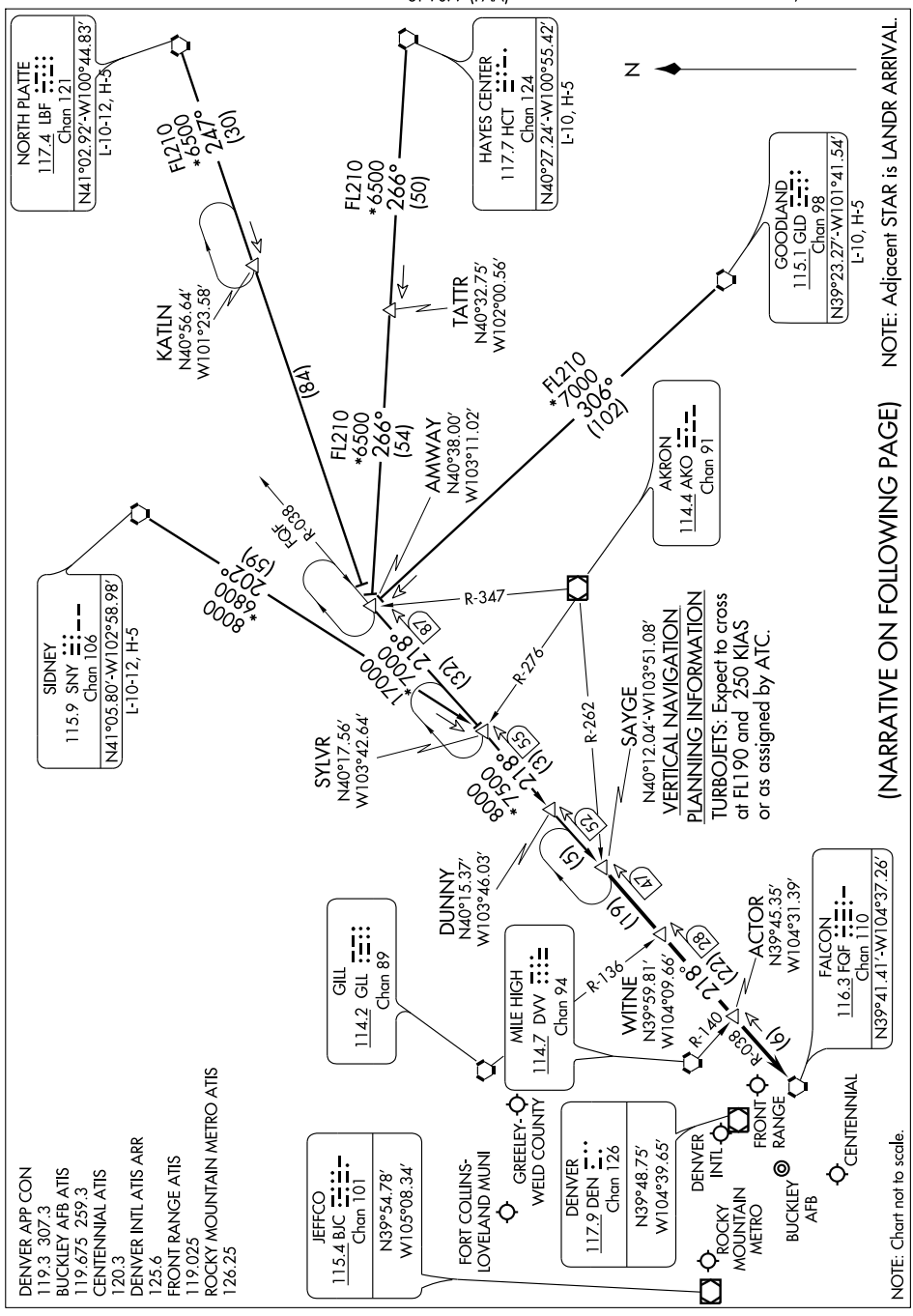
RWY 17L: Multiple trees beginning 2968′ from DER, 761′ right of centerline, 100′ AGL/5976′ MSL.

SW-1. 14 JAN 2010 to 11 FEB 2010

SAYGE SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect to cross at FL190 and 250 KIAS or as assigned by ATC.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Adjacent STAR is LANDR ARRIVAL.

SAYGE SIX ARRIVAL

ARRIVAL DESCRIPTION

GOODLAND TRANSITION (GLD.SAYGE6): From over GLD VORTAC via GLD R-306 and FQF R-038 to SAYGE INT. Thence....

HAYES CENTER TRANSITION (HCT.SAYGE6): From over HCT VORTAC via HCT R-266 and FQF R-038 to SAYGE INT. Thence....

NORTH PLATTE TRANSITION (LBF.SAYGE6): From over LBF VORTAC via LBF R-247 and FQF R-038 to SAYGE INT. Thence....

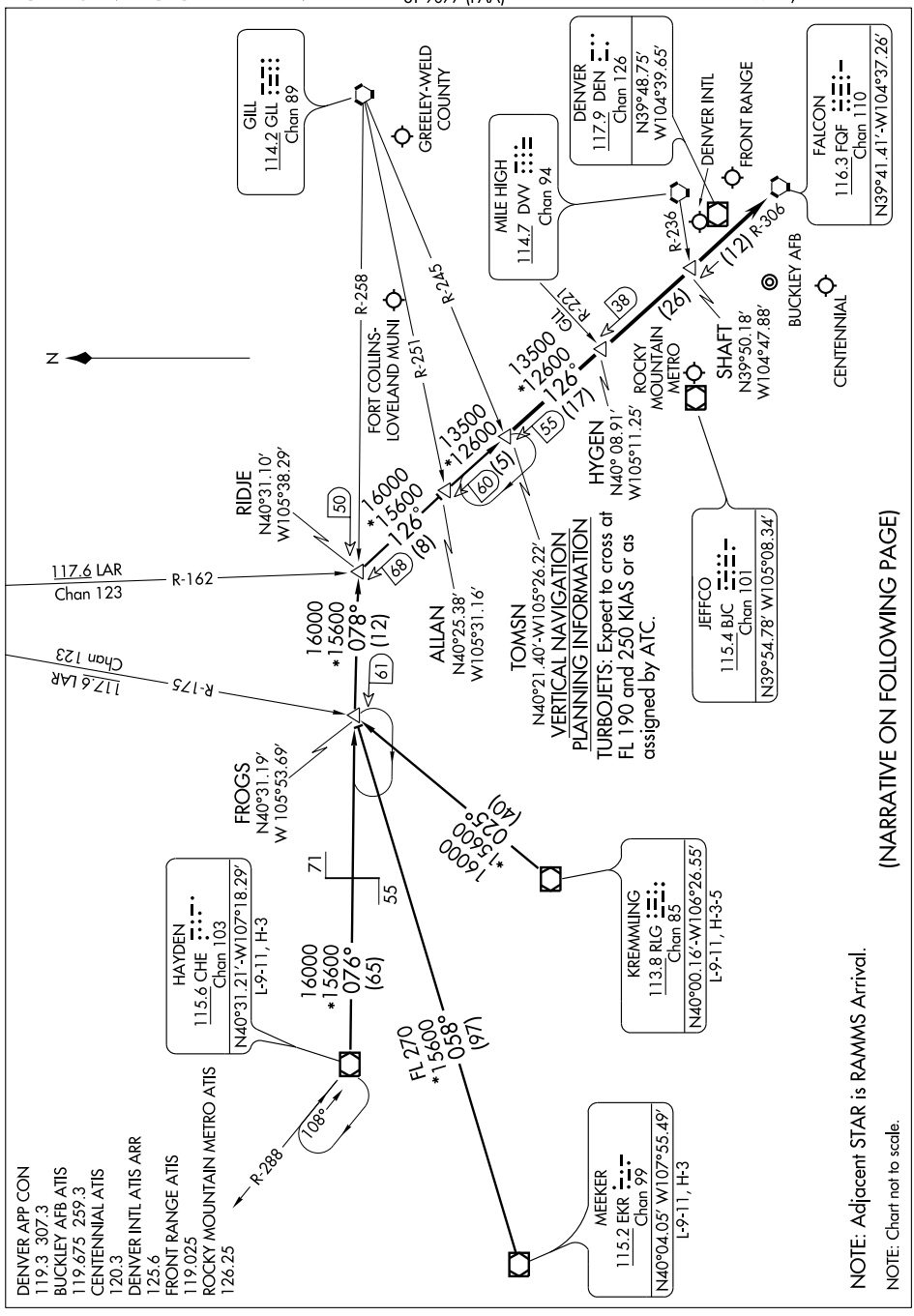
SIDNEY TRANSITION (SNY.SAYGE6): From over SNY VORTAC via SNY R-202 and FQF R-038 to SAYGE INT. Thence....

....From over SAYGE INT via FQF R-038 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

TOMSN FOUR ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



NOTE: Adjacent STAR is RAMMS Arrival.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

TOMSN FOUR ARRIVAL

ARRIVAL DESCRIPTION

HAYDEN TRANSITION (CHE.TOMSN4): From over CHE VOR/DME via CHE R-076 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

KREMMLING TRANSITION (RLG.TOMSN4): From over RLG VOR/DME via RLG R-025 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

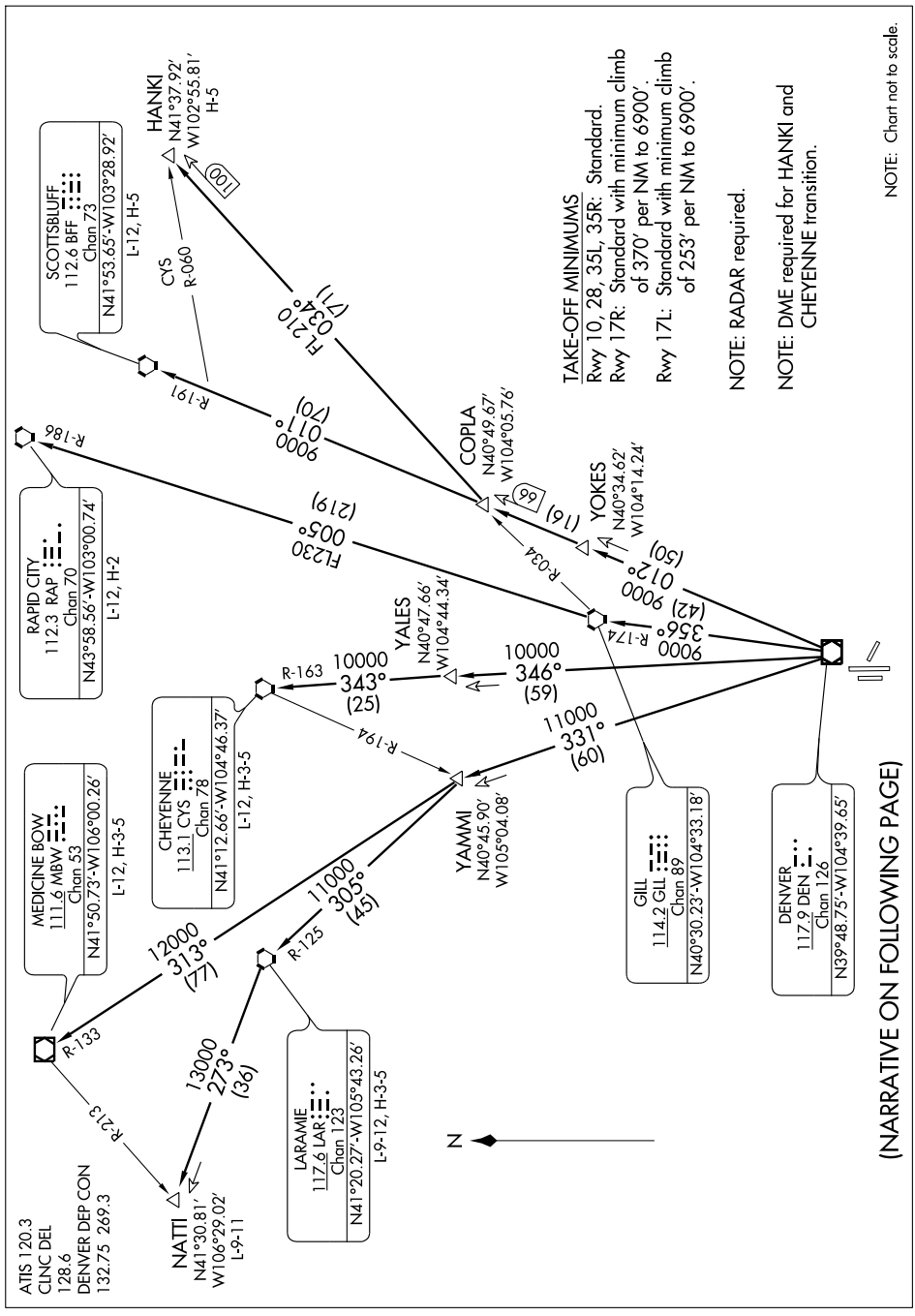
MEEKER TRANSITION (EKR.TOMSN4): From over EKR VOR/DME via EKR R-058 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

....From over TOMSN INT via FQF R-306 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1. 14 JAN 2010 to 11 FEB 2010

YELLOWSTONE SIX DEPARTURE

DENVER/CENTENNIAL (APA)
DENVER, COLORADO



TAKE-OFF MINIMUMS

Rwy 10, 28, 35L, 35R: Standard.

Rwy 17R: Standard with minimum climb of 370' per NM to 6900'.

Rwy 17L: Standard with minimum climb of 253' per NM to 6900'.

NOTE: RADAR required.

NOTE: DME required for HANKI and CHEYENNE transition.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

YELLOWSTONE SIX DEPARTURE

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition.
Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

CHEYENNE TRANSITION (YELLO6.CYS): From over DEN VOR/DME via DEN R-346 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLO6.HANKI): From over DEN VOR/DME via DEN R-012 and GLL R-034 to HANKI INT.

LARAMIE TRANSITION (YELLO6.LAR): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC.

MEDICINE BOW TRANSITION (YELLO6.MBW): From over DEN VOR/DME via DEN R-331 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLO6.NATTI): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC, then via LAR R-273 to NATTI INT.

RAPID CITY TRANSITION (YELLO6.RAP): From over DEN VOR/DME via DEN R-356 and GLL R-174 to GLL VORTAC, then via GLL R-005 and RAP R-186 to RAP VORTAC.

SCOTTSBLUFF TRANSITION (YELLO6.BFF): From over DEN VOR/DME via DEN R-012 and BFF R-191 to BFF VORTAC.

TAKE-OFF OBSTACLE NOTES

RWY 10: Terrain beginning 238′ from DER, 30′ right of centerline, up to 5859′ MSL.
Fences beginning 1211′ from DER, 233′ right of centerline, up to 8′ AGL/5841′ MSL.
Multiple bushes beginning 1378′ from DER, 284′ right of centerline, up to 6′ AGL/5840′ MSL.
Multiple roads with vehicles beginning 198′ from DER, 404′ left of centerline, up to 15′ AGL/5835′ MSL.
Terrain 1357′ from DER, 253′ left of centerline, 5829′ MSL.

RWY 28: Terrain beginning 89′ from DER, from 513′ left to 137′ right of centerline, up to 5849′ MSL.
Windsock 100′ from DER, 183′ left of centerline, 15′ AGL/5832′ MSL.
Multiple trees beginning 1640′ from DER, 731′ left of centerline, up to 100′ AGL/5959′ MSL.

RWY 35L: Terrain beginning 54′ from DER, 110′ right of centerline, up to 5829′ MSL.

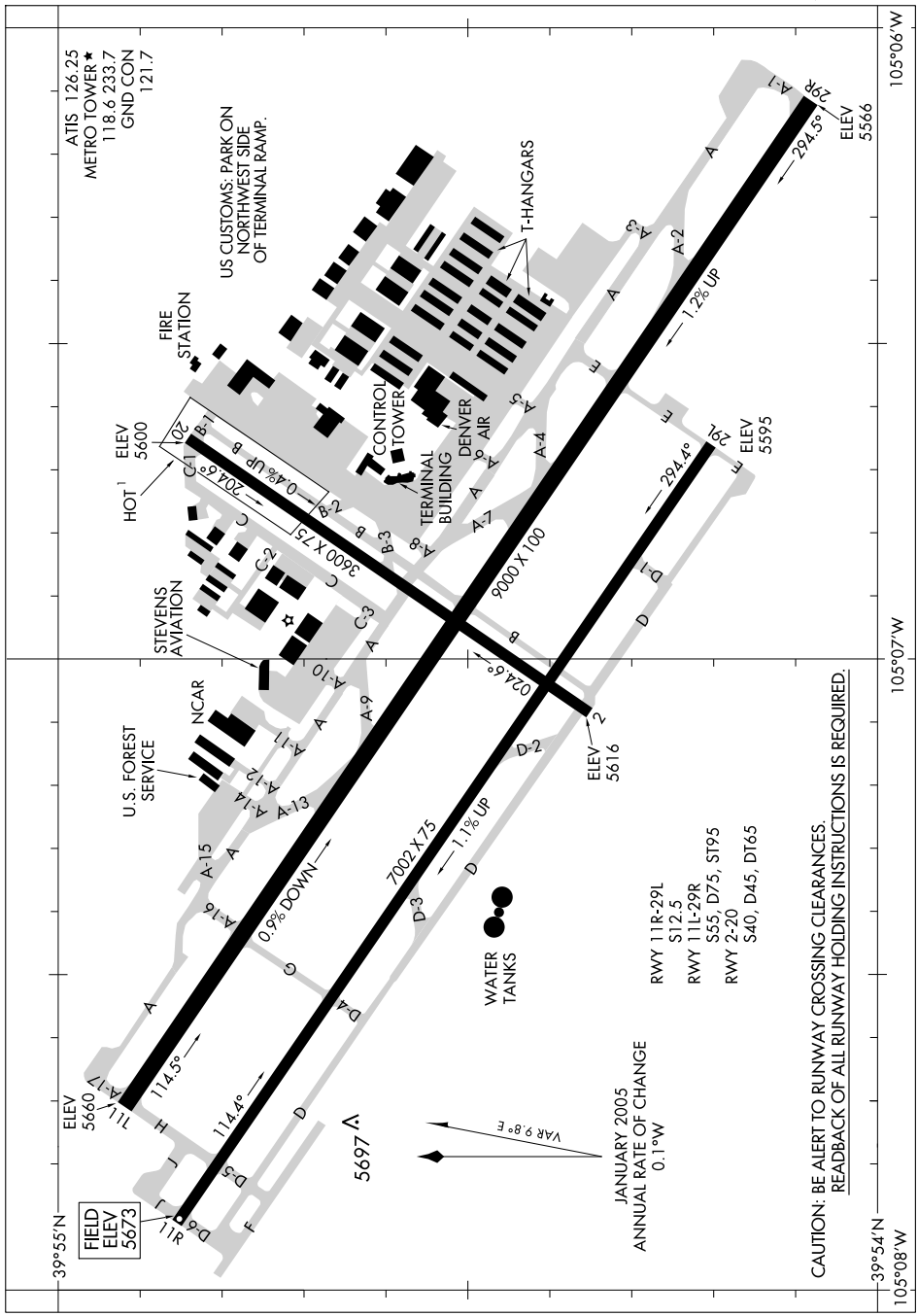
RWY 17R: Terrain 181′ from DER, 496′ right of centerline, 5887′ MSL.
Fence 538′ from DER, 196′ right of centerline, 8′ AGL/5889′ MSL.
Multiple trees beginning 562′ from DER, 61′ right of centerline, up to 16′ AGL/5976′ MSL.
Multiple light poles beginning 2362′ from DER, 256′ right of centerline, up to 30′ AGL/5942′ MSL.
Vehicles on roads beginning 2812′ from DER, on centerline, up to 17′ AGL/5946′ MSL.
Obstruction light on building 3282′ from DER, 842′ right of centerline, 90′ AGL/6021′ MSL.

RWY 17L: Multiple trees beginning 2968′ from DER, 761′ right of centerline, 100′ AGL/5976′ MSL.

SW-1. 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

DENVER/ROCKY MOUNTAIN METROPOLITAN (BJC)
AL-5612 (FAA)
DENVER, COLORADO

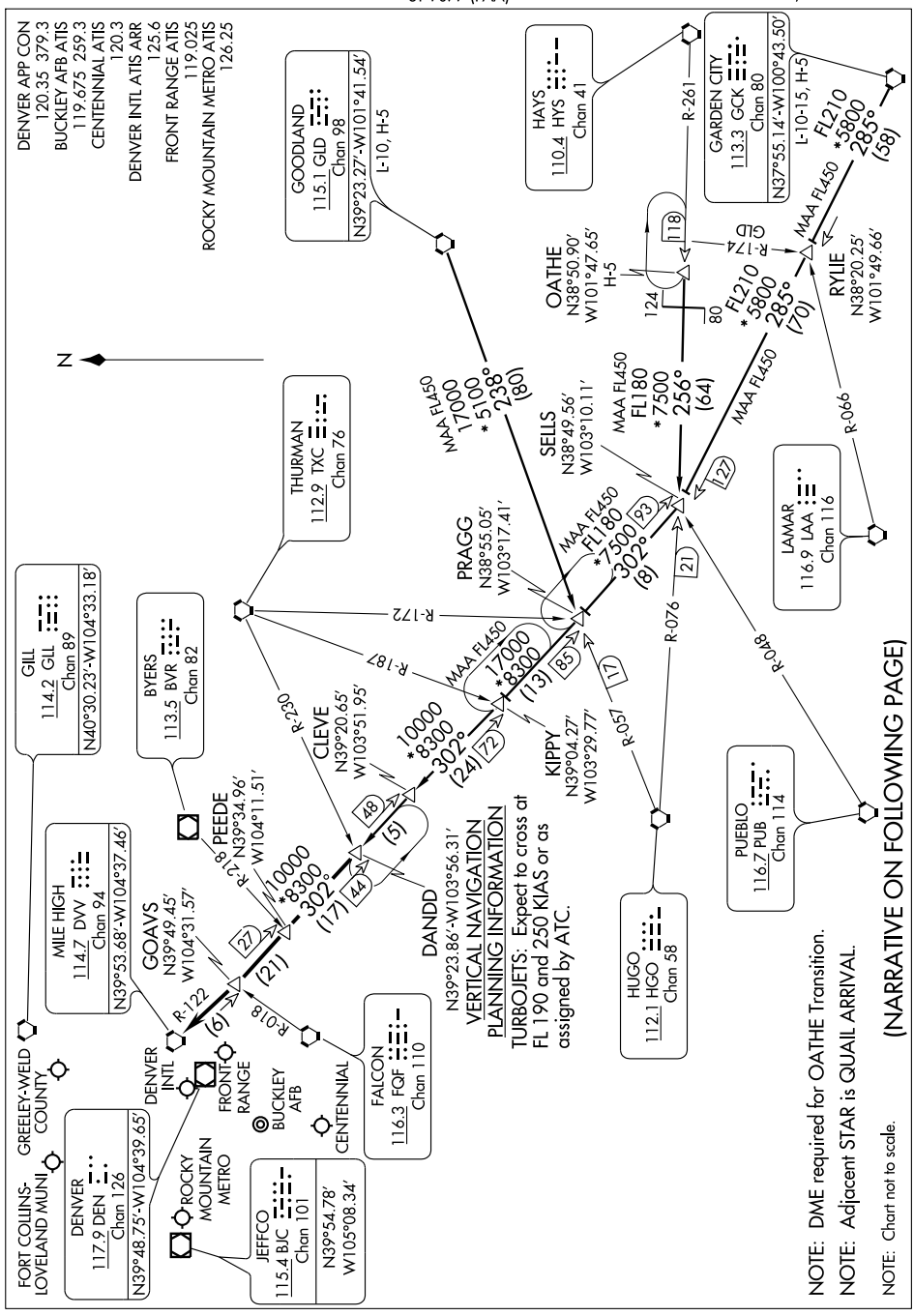


SW-1, 14 JAN 2010 to 11 FEB 2010

DANDD FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



NOTE: DME required for OATHE Transition.

NOTE: Adjacent STAR is QUAIL ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DANDD FIVE ARRIVAL

ARRIVAL DESCRIPTION

GARDEN CITY TRANSITION (GCK.DANDD5): From over GCK VORTAC via GCK R-285 and DVV R-122 to DANDD INT. Thence....

GOODLAND TRANSITION (GLD.DANDD5): From over GLD VORTAC via GLD R-238 and HGO R-057 to PRAGG INT; then via DVV R-122 to DANDD INT. Thence....

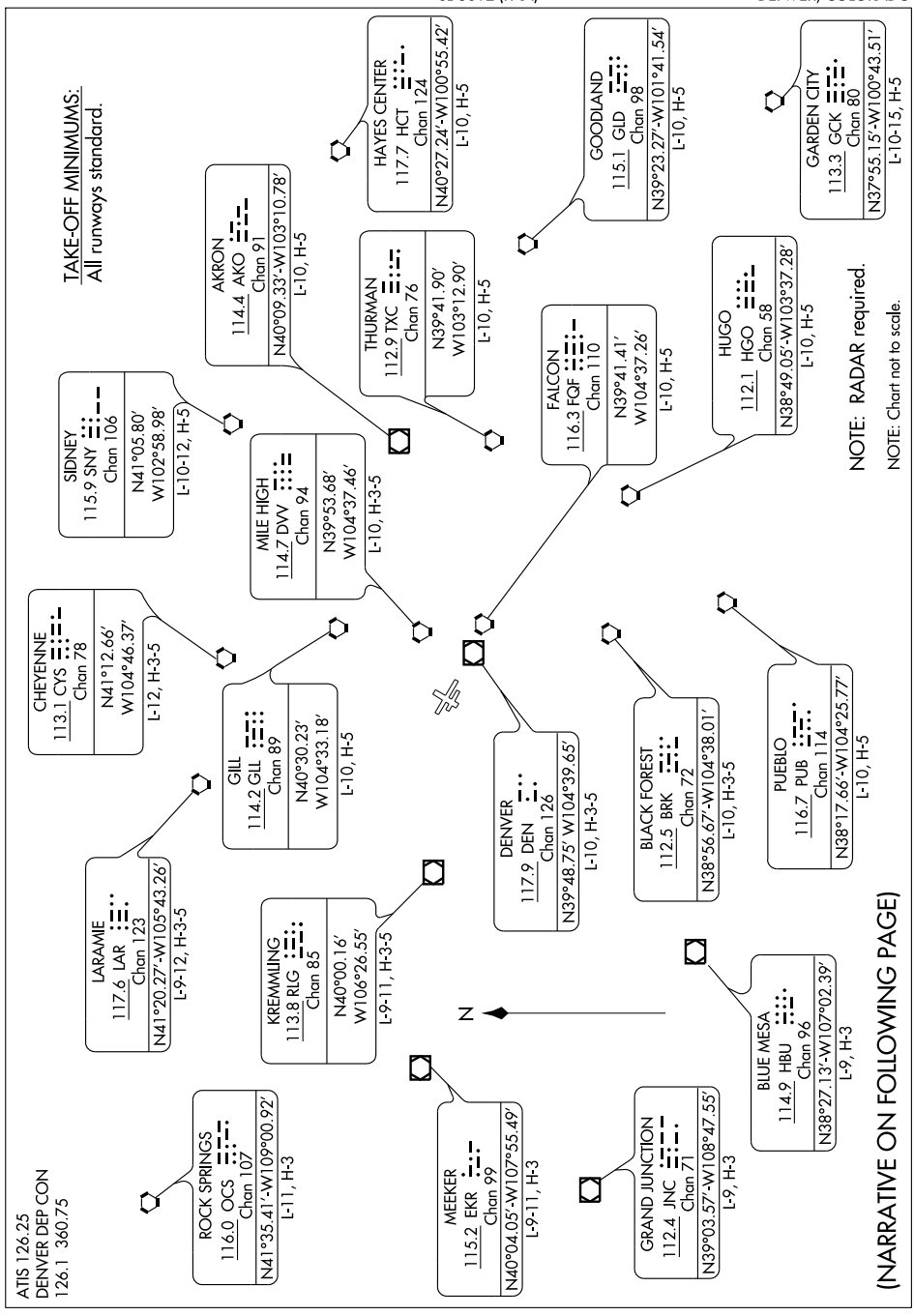
OATHE TRANSITION (OATHE.DANDD5): From over OATHE INT via HYS R-261 and HGO R-076 to SELLS INT; then via DVV R-122 to DANDD INT. Thence....

....From over DANDD INT via DVV R-122 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1. 14 JAN 2010 to 11 FEB 2010

DENVER FIVE DEPARTURE

DENVER/ ROCKY MOUNTAIN METROPOLITAN (BJC)
SL-5612 (FAA)
DENVER, COLORADO



SW-1, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

APP CRS	Rwy ldg	7002
292°	TDZE	5628
	Apt Elev	5673

GPS RWY 29L

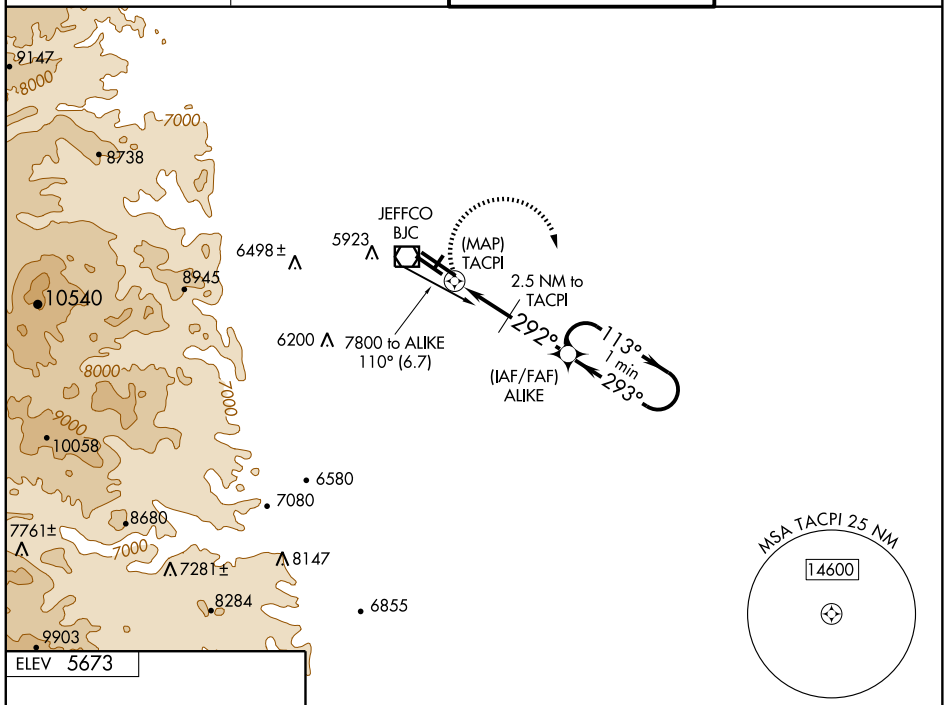
DENVER/ROCKY MOUNTAIN METROPOLITAN (BJC)

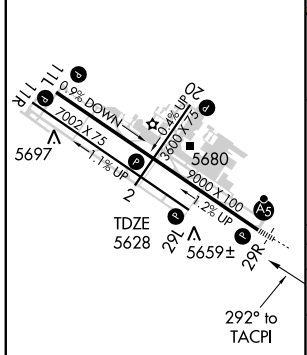
T
NA

When control tower closed, use Denver Intl altimeter setting.
DME/DME RNP-0.3 NA

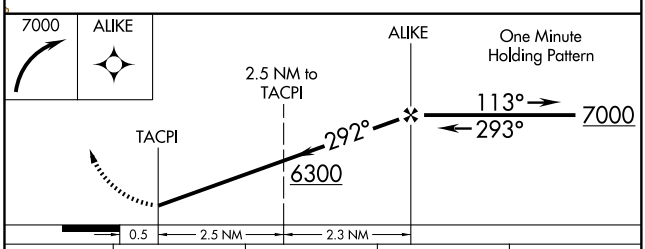
MISSED APPROACH: Climbing right turn to 7000 direct ALIKE WP and hold.

ATIS	DENVER APP CON	METRO TOWER★	GND CON
126.25	126.1 360.75	118.6 (CTAF) L 233.7	121.7





REIL Rwys 11L, 11R and 29L L
MIRL Rwys 2-20, 11R-29L and 11L-29R L



CATEGORY	A	B	C	D
S-29L	6040-1 412 (400-1)		6040-1¼ 412 (400-1¼)	
CIRCLING	6180-1 507 (600-1)		6240-1½ 567 (600-1½)	6240-2 567 (600-2)
DENVER INTL ALTIMETER SETTING MINIMUMS				
S-29L	6120-1 492 (500-1)		6120-1¼ 492 (500-1¼)	6120-1½ 492 (500-1½)
CIRCLING	6260-1 587 (600-1)		6320-1¾ 647 (700-1¾)	6320-2 647 (700-2)

SW-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	9000
293°	TDZE	5599
	Apt Elev	5673

GPS RWY 29R

DENVER/ROCKY MOUNTAIN METROPOLITAN (BJC)

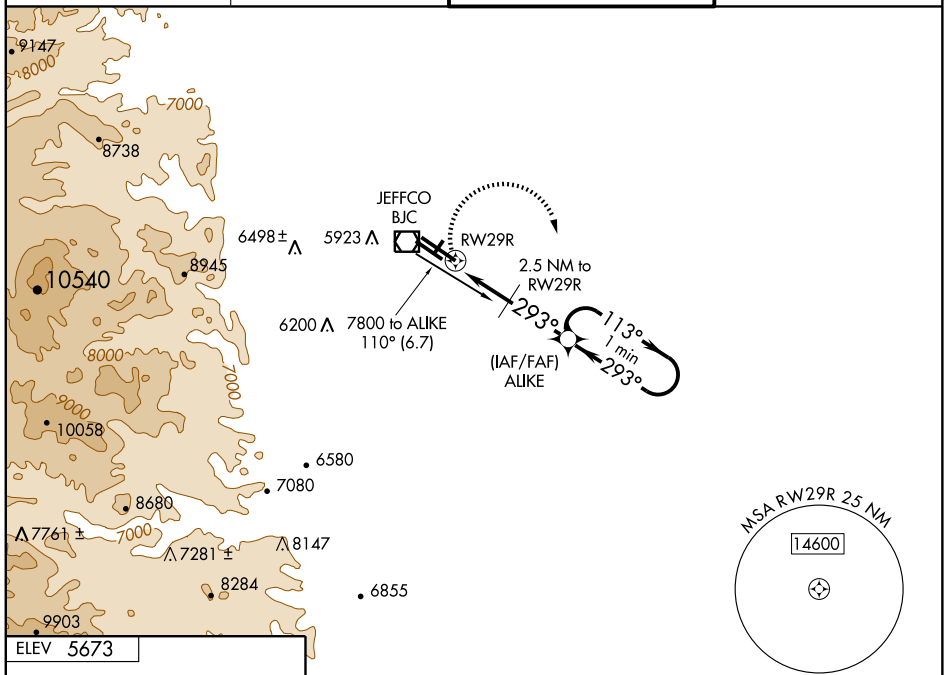
When control tower closed, use Denver Intl altimeter setting.
For inoperative MALSR, increase S-29R Cat. D visibility to 1¼ mile.
Inoperative table does not apply to S-29R Cat. D.
DME/DME RNP -0.3 NA.

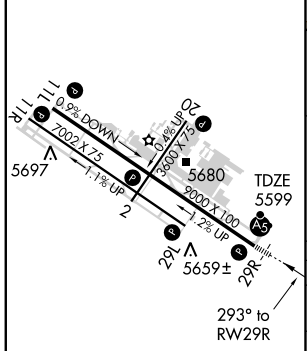
NA

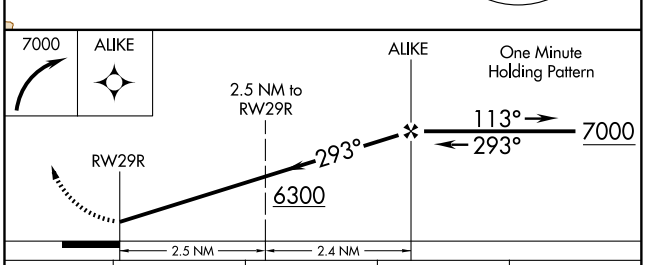
MALSR

MISSED APPROACH: Climbing right turn to 7000 direct ALIKE WP and hold.

ATIS	DENVER APP CON	METRO TOWER★	GND CON
126.25	126.1 360.75	118.6 (CTAF) L 233.7	121.7







CATEGORY	A	B	C	D
S-29R	6000-½ 401 (400-½)		6000-¾ 401 (400-¾)	6000-1 401 (400-1)
CIRCLING	6180-1 507 (600-1)		6240-1½ 567 (600-1½)	6240-2 567 (600-2)
DENVER INTL ALTIMETER SETTING MINIMUMS				
S-29R	6100-½ 501 (500-½)		6100-1 501 (500-1)	
CIRCLING	6260-1 587 (600-1)		6320-1¾ 647 (700-1¾)	6320-2 647 (700-2)

REIL Rwys 11L, 11R and 29L L
MIRL Rwys 2-20, 11R-29L and 11L-29R L

SW-1, 14 JAN 2010 to 11 FEB 2010

LOC I-BJC	APP CRS	Rwy 29R ldg	9000	Rwy 29L ldg	7002
111.7	293°	TDZE	5595	TDZE	5625
		Apt Elev	5670	Apt Elev	5670

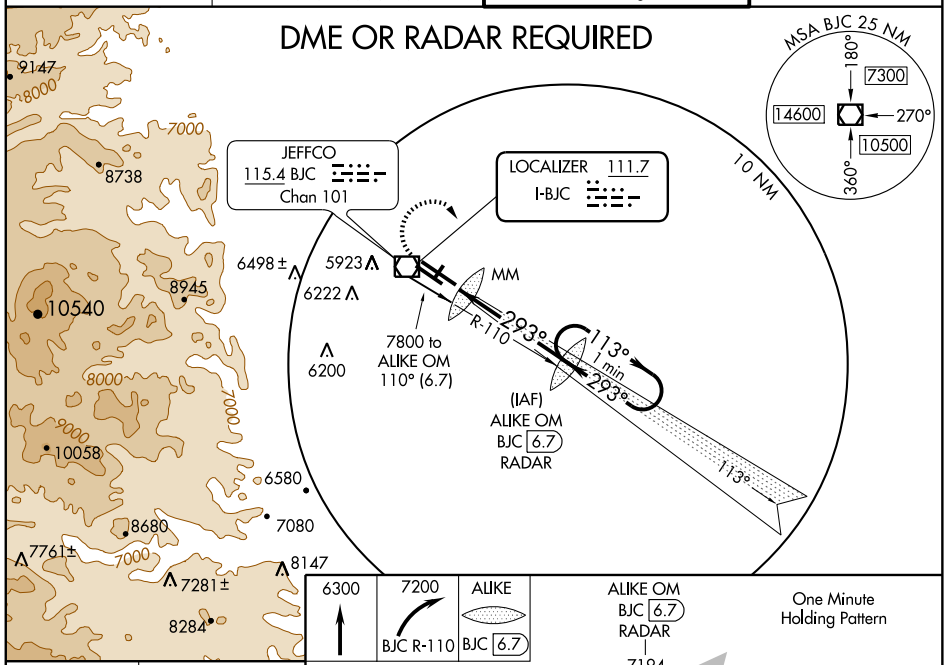
DENVER/ ROCKY MOUNTAIN METROPOLITAN (BJC) ILS or LOC RWY 29R

When control tower closed use Denver Intl altimeter setting. For inoperative MALSR, increase S-LOC 29R Cat. D visibility ¼ mile; and increase Denver Intl altimeter setting S-ILS 29R Cats. A, B, C, D visibility ½ mile.

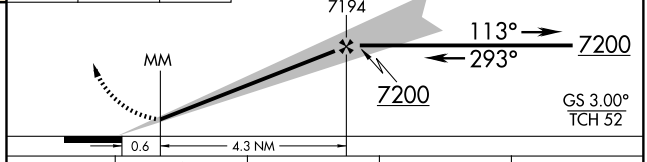
MALSR

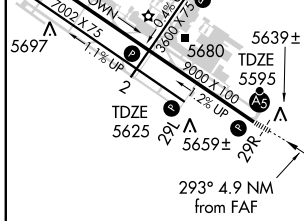
MISSED APPROACH: Climb to 6300 then climbing right turn to 7200 via BJC VOR/DME R-110 to Alike OM/BJC 6.7 DME/RADAR and hold.

ATIS	DENVER APP CON	METRO TOWER ★	GND CON
126.25	126.1 360.75	118.6 (CTAF) L 233.7	121.7



ELEV 5670





REIL Rwys 11L, 11R and 29L L
MIRL Rwys 2-20, 11R-29L and 11L-29R L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
S-ILS 29R	5795-½ 200 (200-½)			
S-LOC 29R	5900-½ 305 (300-½)			5900-¾ 305 (300-¾)
SIDESTEP 29L	5920-1 295 (300-1)		5920-1½ 295 (300-1½)	5920-2 295 (300-2)
CIRCLING	6180-1 510 (600-1)		6240-1½ 570 (600-1½)	6240-2 570 (600-2)
DENVER INTL ALTIMETER SETTING MINIMUMS				
S-ILS 29R	5877-½ 282 (300-½)			
S-LOC 29R	5980-½ 385 (400-½)			5980-¾ 385 (400-¾)
SIDESTEP 29L	6000-1 375 (400-1)		6000-1½ 375 (400-1½)	6000-2 375 (400-2)
CIRCLING	6260-1 590 (600-1)		6320-1¾ 650 (700-1¾)	6320-2 650 (700-2)

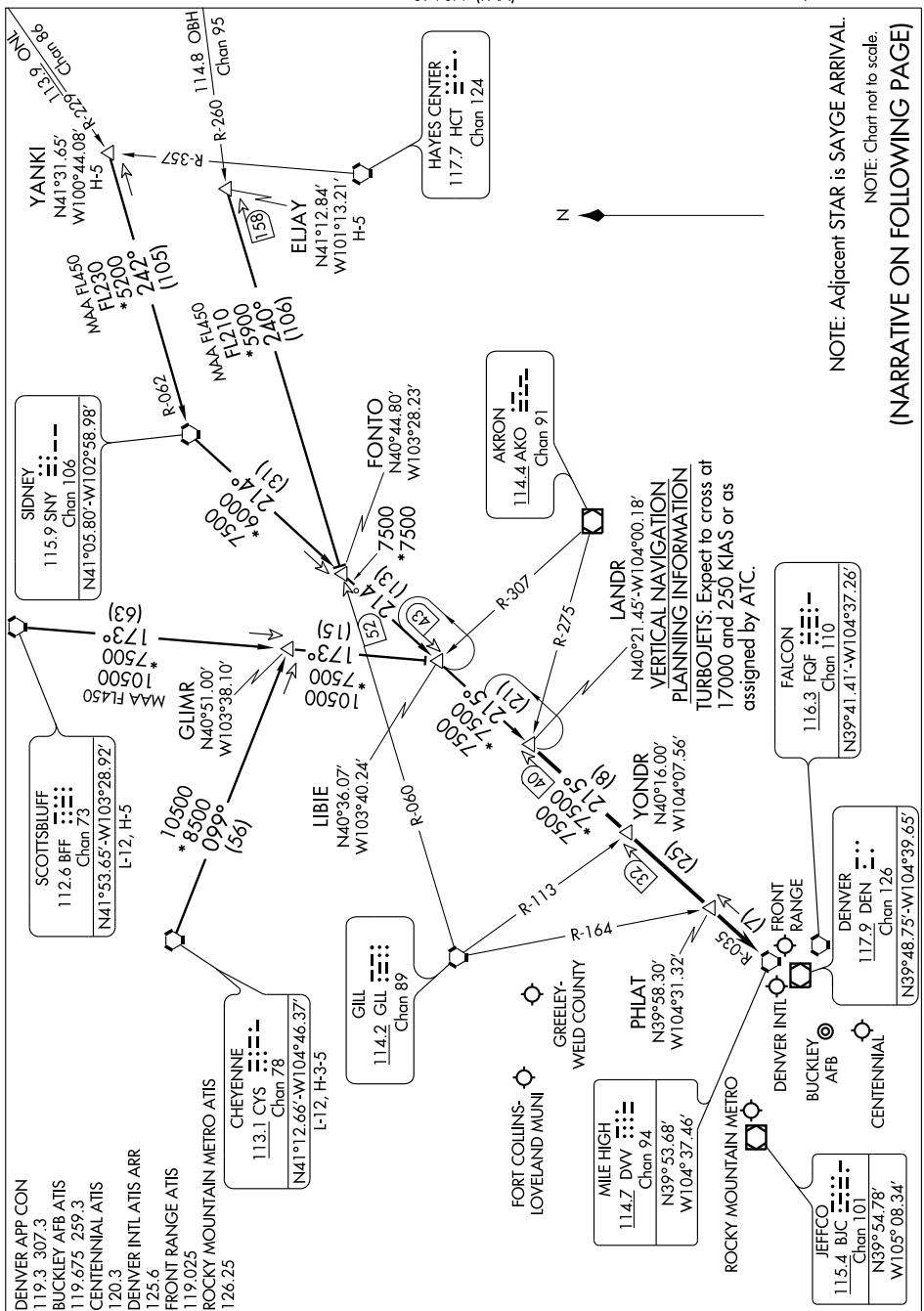
SW-1, 14 JAN 2010 to 11 FEB 2010

(LANDR.LANDR5) 07298

LANDR FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.LANDR5): From over CYS VORTAC via CYS R-099 and BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

ELJAY TRANSITION (ELJAY.LANDR5): From over ELJAY INT via GLL R-060 to FONTO INT, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

SCOTTSBLUFF TRANSITION (BFF.LANDR5): From over BFF VORTAC via BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

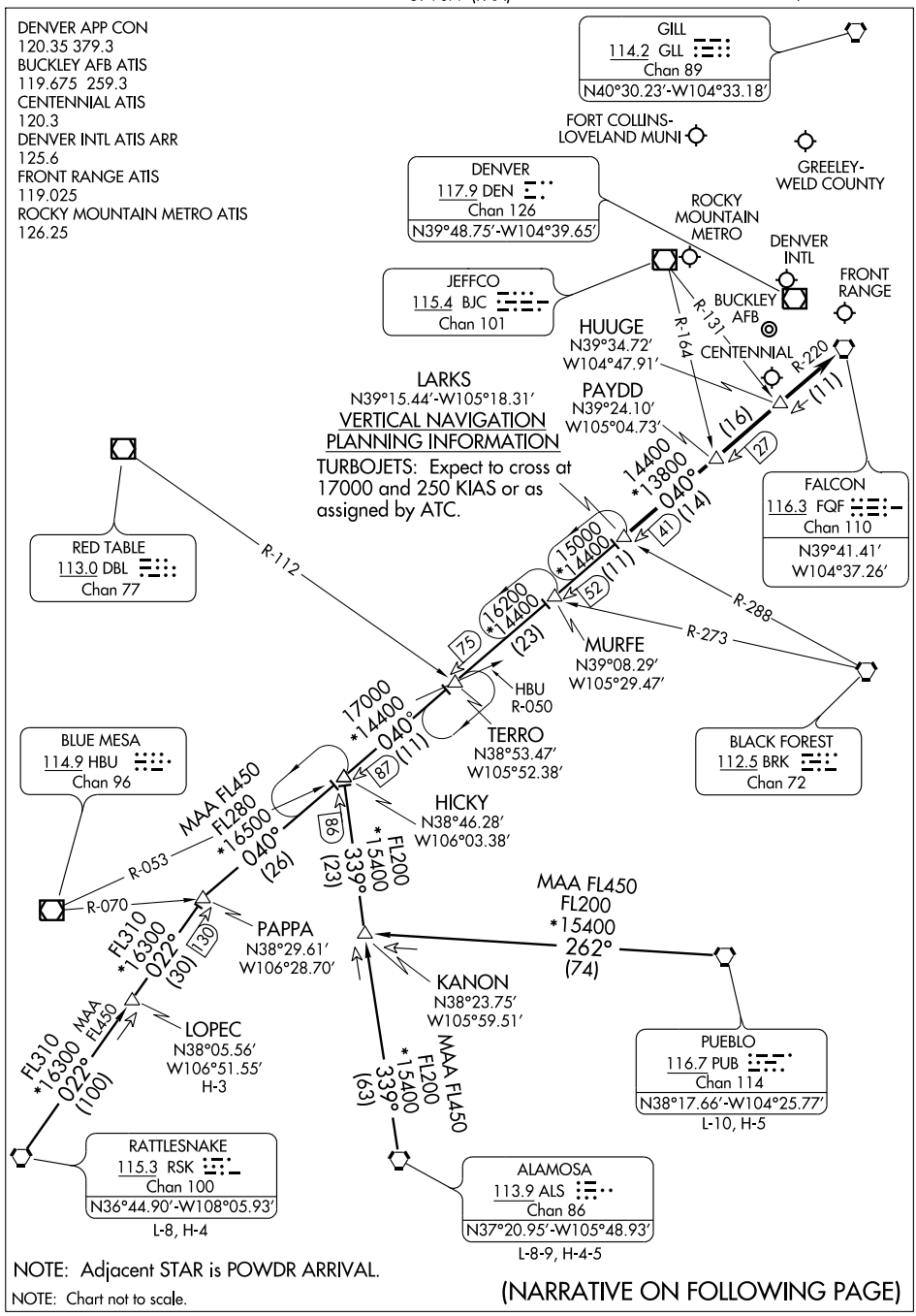
YANKI TRANSITION (YANKI.LANDR5): From over YANKI INT via SNY R-062 to SNY VORTAC, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

....From over LANDR INT via DVV R-035 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

LARKS SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



NOTE: Adjacent STAR is POWDR ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 14 JAN 2010 to 11 FEB 2010

LARKS SIX ARRIVAL

ARRIVAL DESCRIPTION

ALAMOSA TRANSITION (ALS.LARKS6): From over ALS VORTAC via ALS R-339 and FQF R-220 to LARKS INT. Thence....

LOPEC TRANSITION (LOPEC.LARKS6): From over LOPEC INT via RSK R-022 and FQF R-220 to LARKS INT. Thence....

PUEBLO TRANSITION (PUB.LARKS6): From over PUB VORTAC via PUB R-262 to KANON INT; then via ALS R-339 and FQF R-220 to LARKS INT. Thence....

RATTLESNAKE TRANSITION (RSK.LARKS6): From over RSK VORTAC via RSK R-022 and FQF R-220 to LARKS INT. Thence....

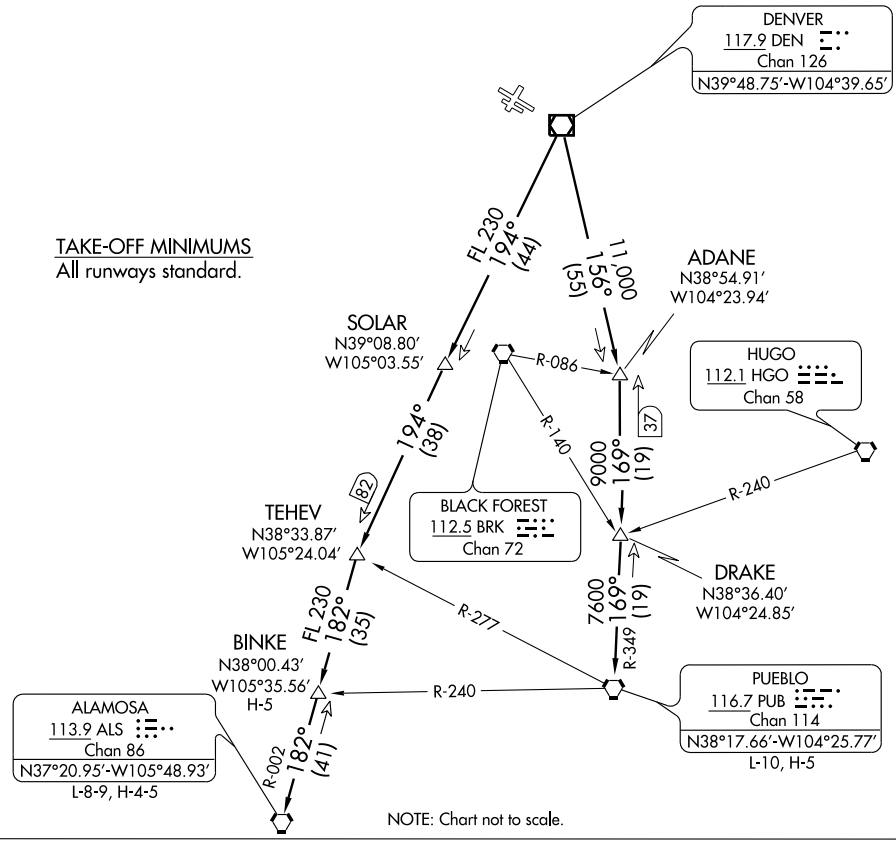
....From over LARKS INT via FQF R-220 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1. 14 JAN 2010 to 11 FEB 2010

PIKES FOUR DEPARTURE

ATIS 126.25
DENVER DEP CON
126.1 360.75

TAKE-OFF MINIMUMS
All runways standard.



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

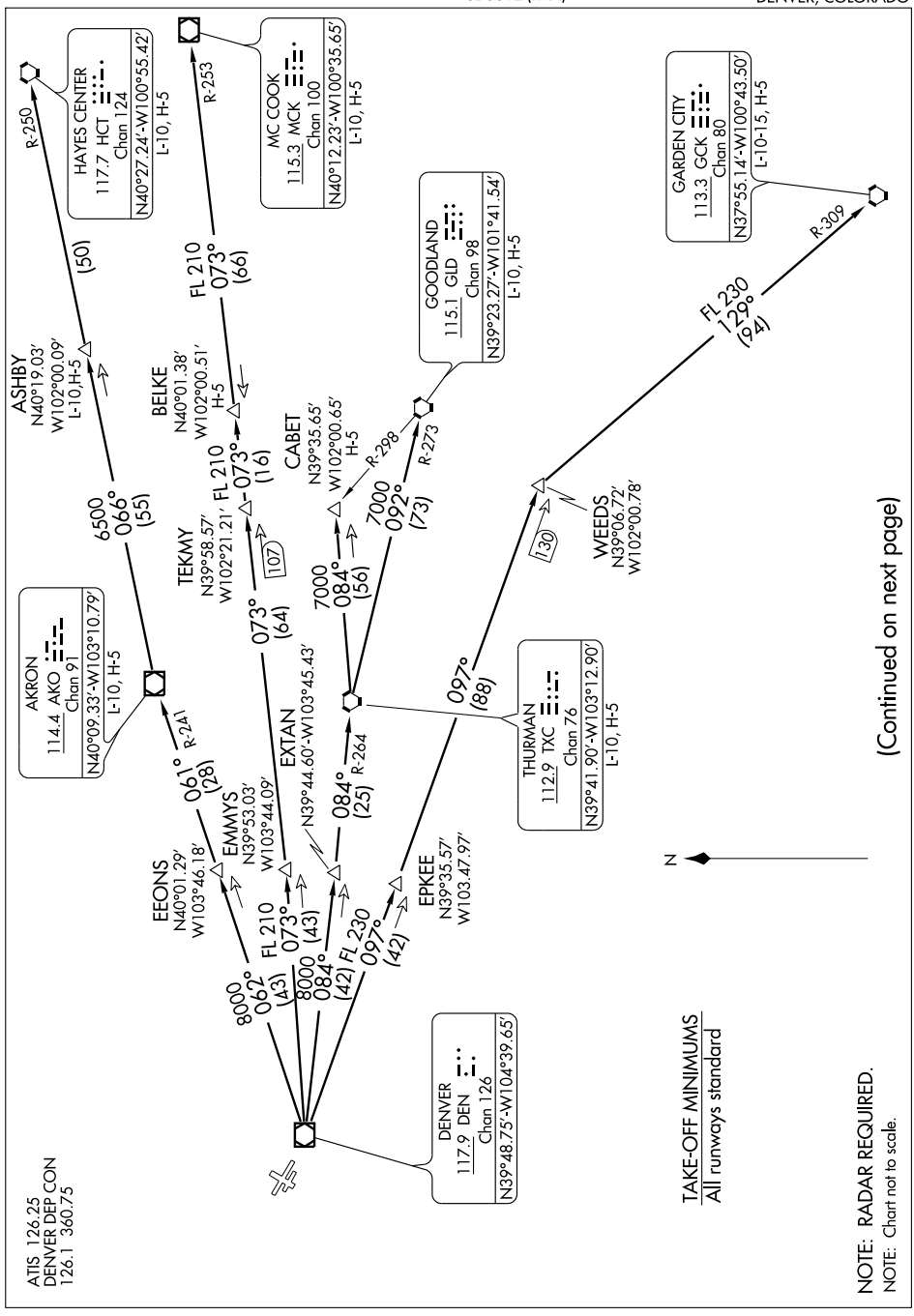
ALAMOSA TRANSITION (PIKES4.ALS): From over DEN VOR/DME via DEN R-194 and ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES4.BINKE): From over DEN VOR/DME via DEN R-194 and ALS R-002 to BINKE INT.

PUEBLO TRANSITION (PIKES4.PUB): From over DEN VOR/DME via DEN R-156 and PUB R-349 to PUB VORTAC.

PLAINS FOUR DEPARTURE

DENVER/ ROCKY MOUNTAIN METROPOLITAN (BJC)
SL-5612 (FAA)
DENVER, COLORADO



(Continued on next page)

DEPARTURE ROUTE DESCRIPTION

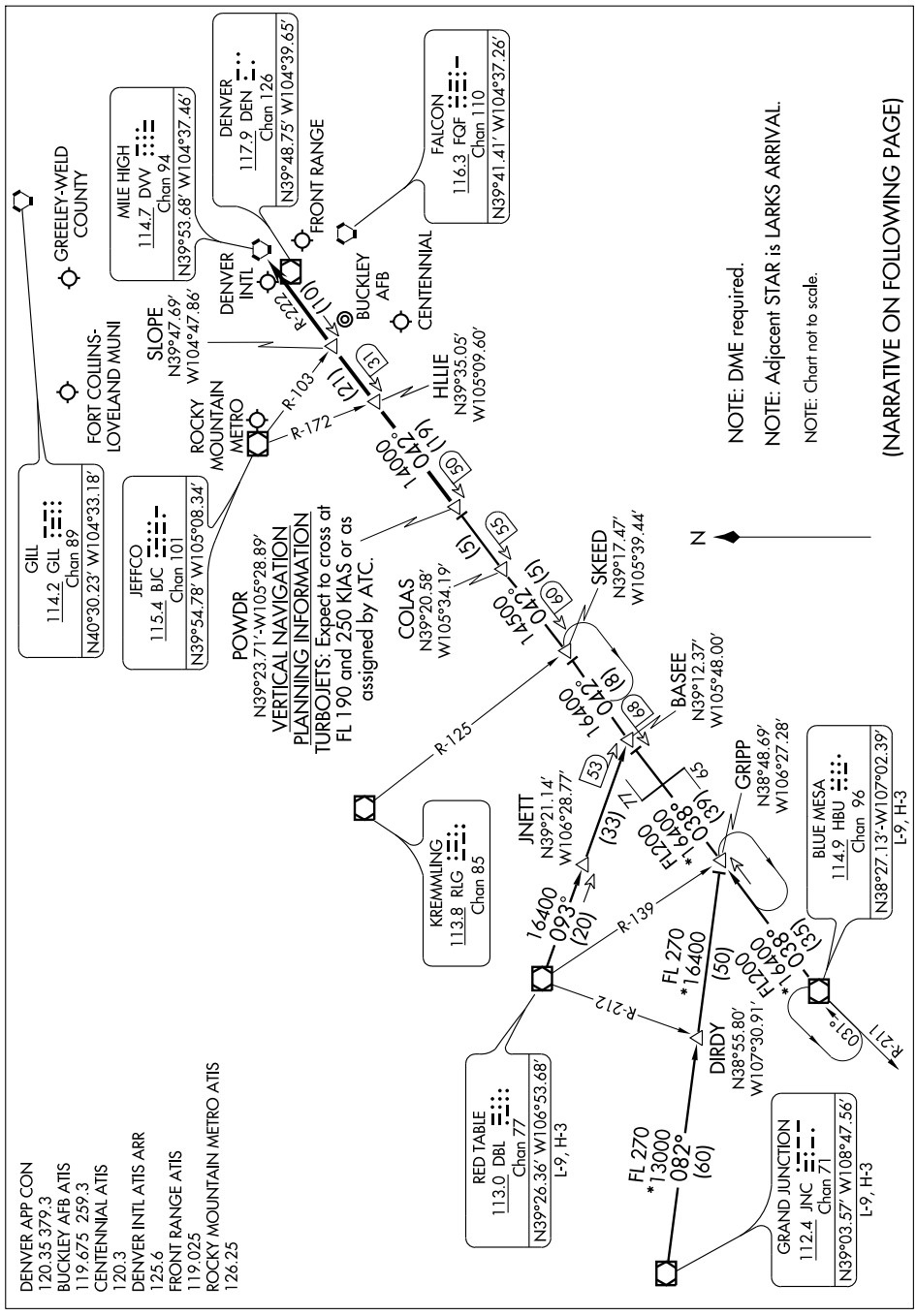
Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.
LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7,000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.
AKRON TRANSITION (PLAIN4.AKO): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME.
ASHBY TRANSITION (PLAIN4.ASHBY): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to ASHBY INT.
BELKE TRANSITION (PLAIN4.BELKE): From over DEN VOR/DME via DEN R-073 and MCK R-253 to BELKE INT.
CABET TRANSITION (PLAIN4.CABET): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-084 to CABET INT.
GARDEN CITY TRANSITION (PLAIN4.GCK): From over DEN VOR/DME via DEN R-097 and GCK R-309 to GCK VORTAC.
GOODLAND TRANSITION (PLAIN4.GLD): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-092 and GLD R-273 to GLD VORTAC.
HAYES CENTER TRANSITION (PLAIN4.HCT): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to HCT VORTAC.
MCCOOK TRANSITION (PLAIN4.MCK): From over DEN VOR/DME via DEN R-073 and MCK R-253 to MCK VOR/DME.
THURMAN TRANSITION (PLAIN4.TXC): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC.
WEEDS TRANSITION (PLAIN4.WEEDS): From over DEN VOR/DME via DEN R-097 to WEEDS INT.

SW-1. 14 JAN 2010 to 11 FEB 2010

POWDR SEVEN ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



POWDR SEVEN ARRIVAL

ARRIVAL DESCRIPTION

BLUE MESA TRANSITION (HBU.POWDR7): From over HBU VOR/DME via HBU R-038 and DVV R-222 to POWDR INT. Thence....

GRAND JUNCTION TRANSITION (JNC.POWDR7): From over JNC VORTAC via JNC R-082 to GRIPP INT; then via HBU R-038 and DVV R-222 to POWDR INT. Thence....

RED TABLE TRANSITION (DBL.POWDR7): From over DBL VOR/DME via DBL R-093 and DVV R-222 to POWDR INT. Thence....

....from over POWDR INT via DVV VORTAC R-222 to HLLIE, then via DVV VORTAC R-222 to SLOPE, then via DVV VORTAC R-222 to DVV. Expect radar vectors to the final approach course at or before DVV VORTAC.

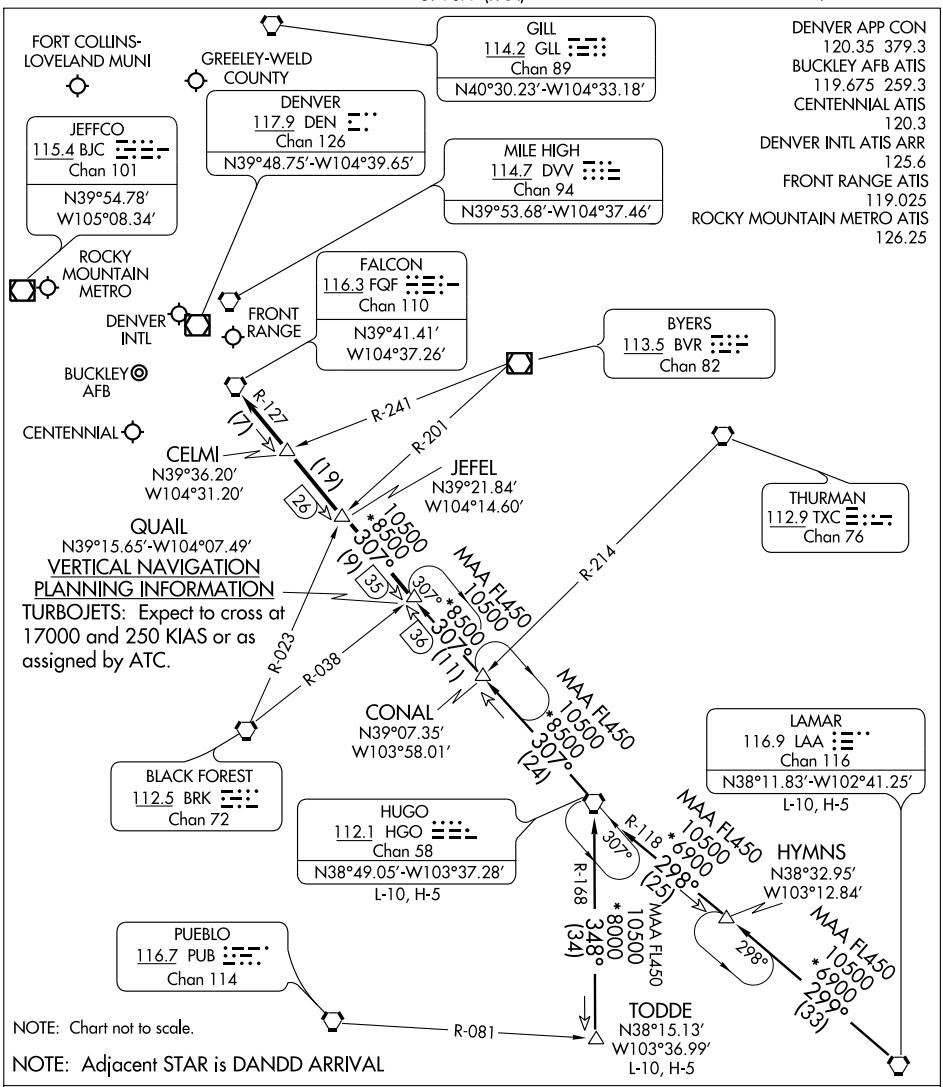
SW-1. 14 JAN 2010 to 11 FEB 2010

(QUAIL.QUAIL6) 09127

QUAIL SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



HUGO TRANSITION (HGO.QUAIL6): From over HGO VORTAC via HGO R-307 to CONAL INT; then via 306° course to QUAIL INT. Thence....

LAMAR TRANSITION (LAA.QUAIL6): From over LAA VORTAC via LAA R-299 to HYMNS INT; then via 298° course to HGO VORTAC; then via HGO R-307 to CONAL INT then via 306° course to to QUAIL INT. Thence....

TODDE TRANSITION (TODDE.QUAIL6): From over TODDE INT via HGO R-168 to HGO VORTAC; then via HGO R-307 to QUAIL INT. Thence....

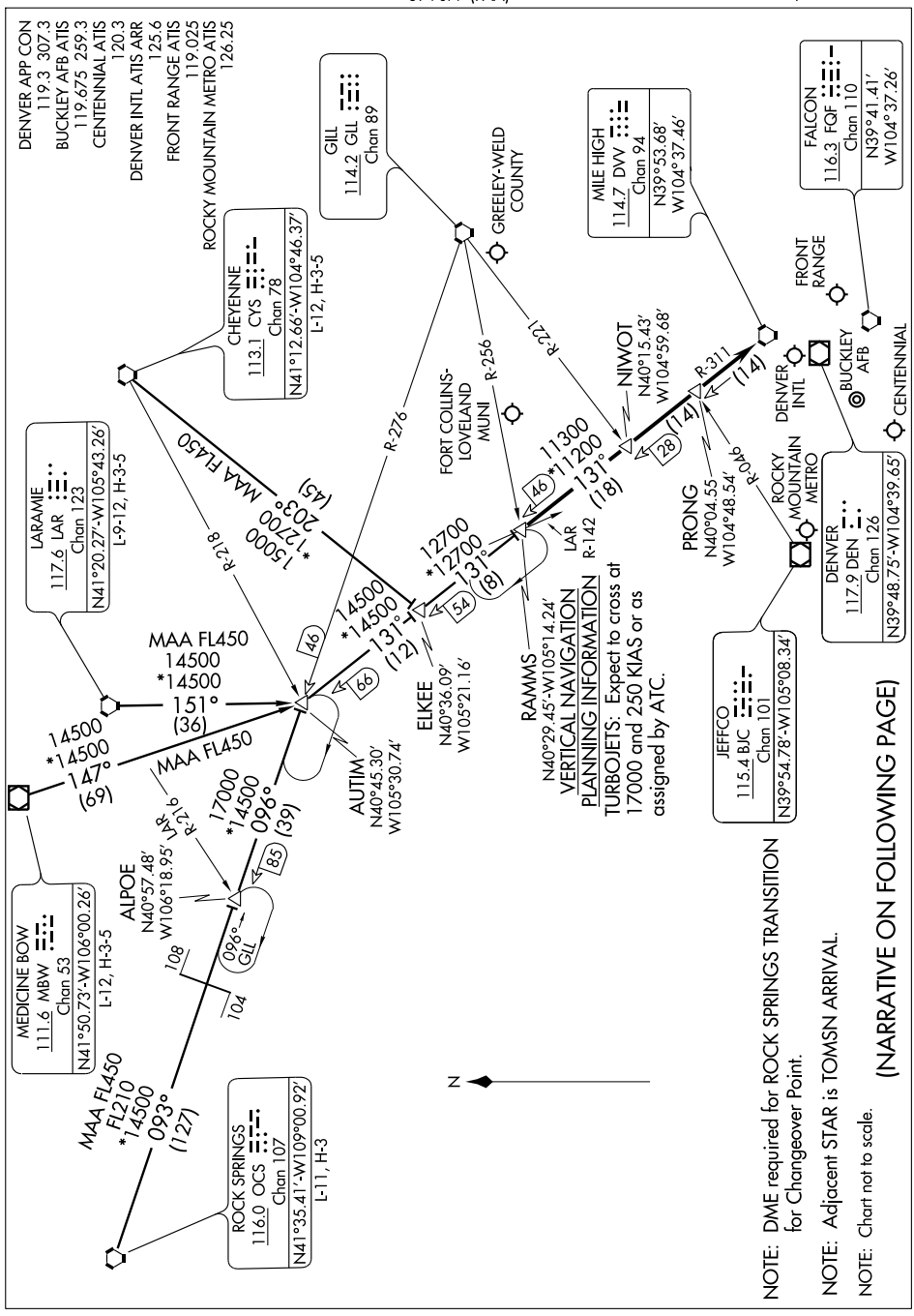
....From over QUAIL INT via HGO R-307 and FQF R-127 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1. 14 JAN 2010 to 11 FEB 2010

RAMMS FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



NOTE: DME required for ROCK SPRINGS TRANSITION for Changeover Point.

NOTE: Adjacent STAR is TOMSN ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.RAMMS5): From over CYS VORTAC via CYS R-203 and DVV R-311 to RAMMS INT. Thence....

LARAMIE TRANSITION (LAR.RAMMS5): From over LAR VORTAC via LAR R-151 and DVV R-311 to RAMMS INT. Thence....

MEDICINE BOW TRANSITION (MBW.RAMMS5): From over MBW VOR/DME via MBW R-147 and DVV R-311 to RAMMS INT. Thence....

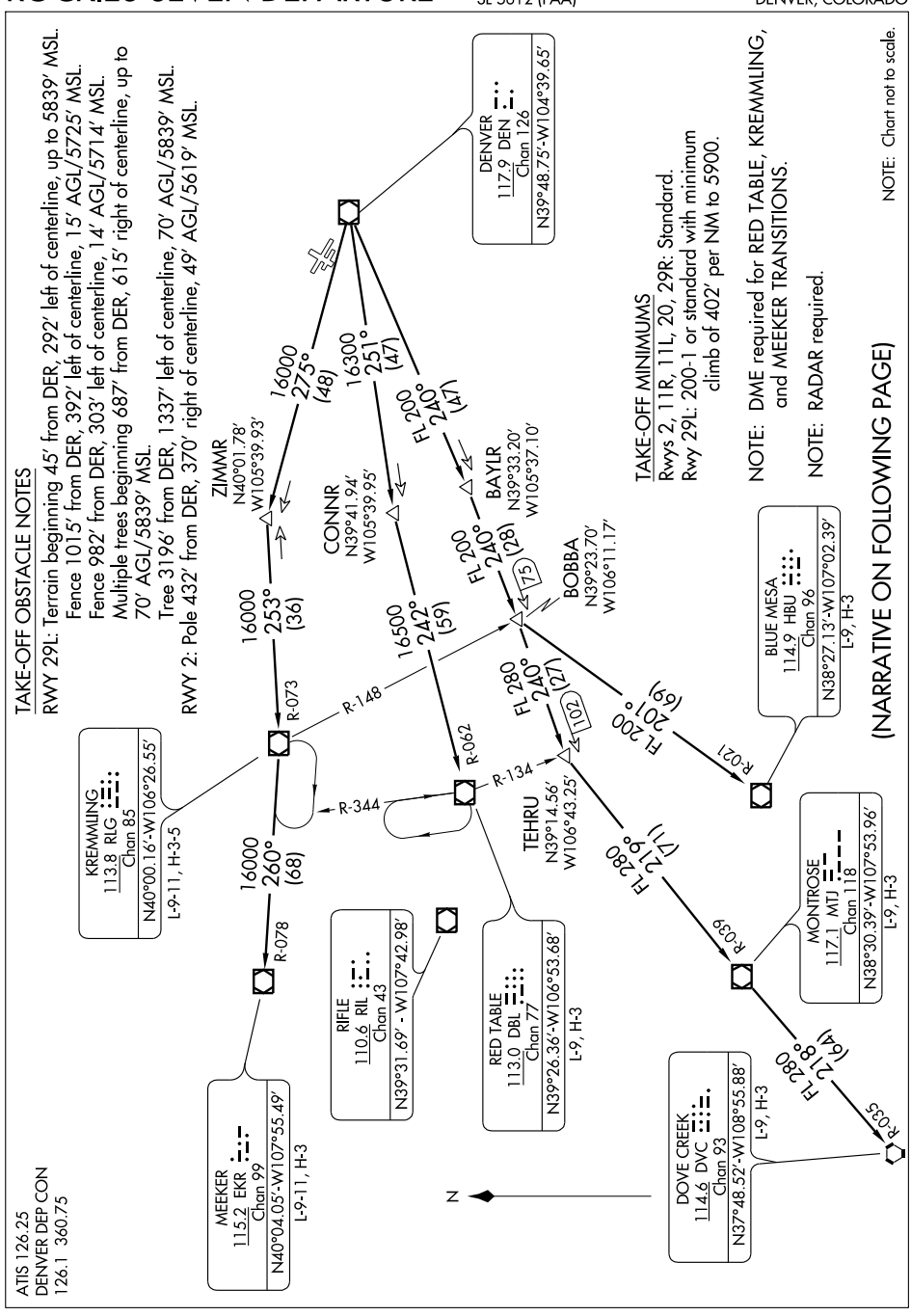
ROCK SPRINGS TRANSITION (OCS.RAMMS5): From over OCS VORTAC via OCS R-093 and GLL R-276 to AUTIM INT, then via DVV R-311 to RAMMS INT. Thence....

....From over RAMMS INT via DVV R-311 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1. 14 JAN 2010 to 11 FEB 2010

ROCKIES SEVEN DEPARTURE

DENVER/ ROCKY MOUNTAIN METROPOLITAN (BJC)
SL-5612 (FAA)
DENVER, COLORADO



V

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

BLUE MESA (HI) TRANSITION (ROCKI7.HBU): From over DEN VOR/DME via DEN R-240 and HBU R-021 to HBU VOR/DME.

DOVE CREEK (HI) TRANSITION (ROCKI7.DVC): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME, then via MTJ R-218 and DVC R-035 to DVC VORTAC.

KREMMLING TRANSITION (ROCKI7.RLG): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI7.EKR): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME, then via RLG R-260 and EKR R-078 to EKR VOR/DME.

MONTROSE TRANSITION (ROCKI7.MTJ): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME.

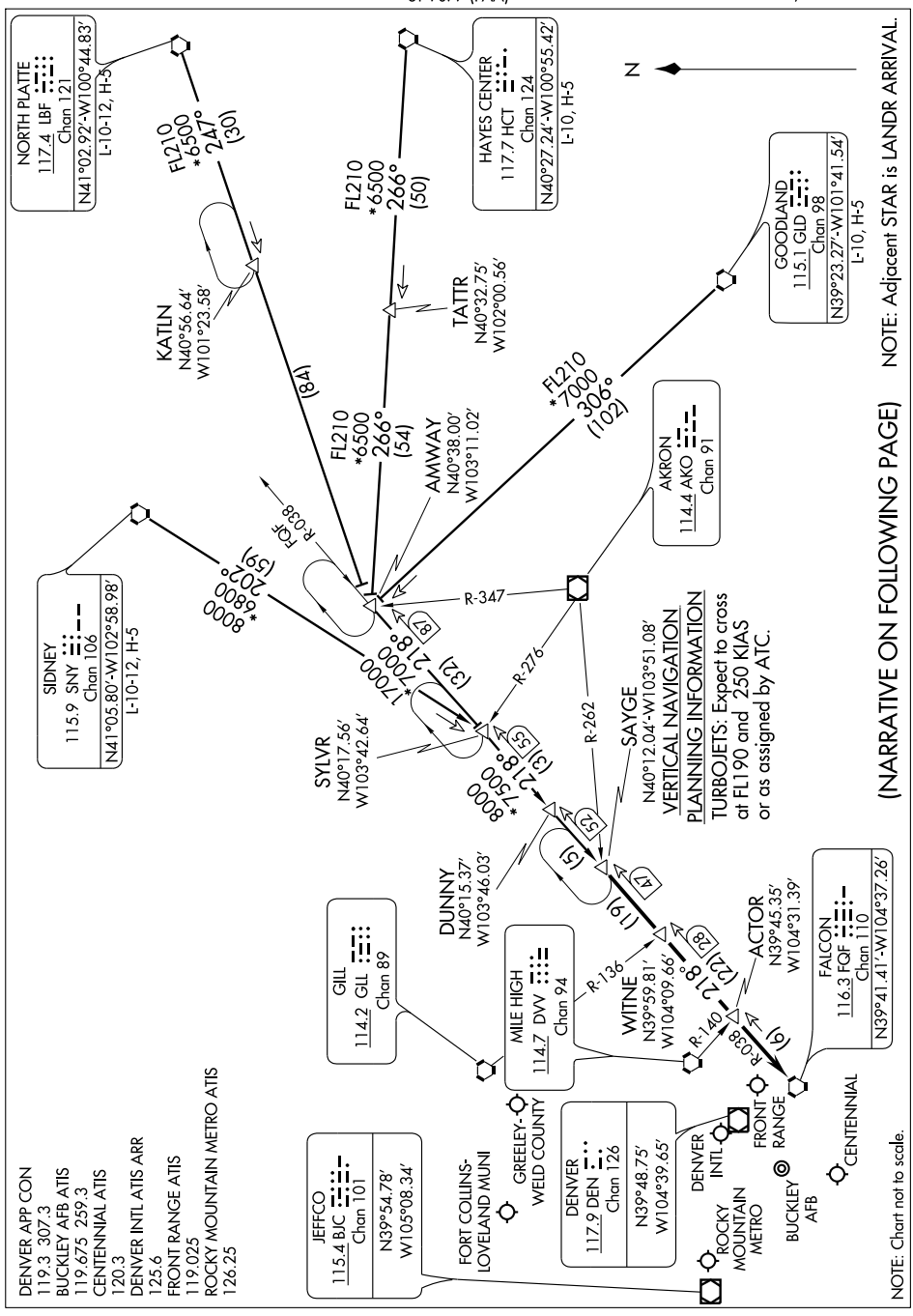
RED TABLE TRANSITION (ROCKI7.DBL): From over DEN VOR/DME via DEN R-251 and DBL R-062 to DBL VOR/DME.

SW-1. 14 JAN 2010 to 11 FEB 2010

SAYGE SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect to cross at FL190 and 250 KIAS or as assigned by ATC.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Adjacent STAR is LANDR ARRIVAL.

SAYGE SIX ARRIVAL

ARRIVAL DESCRIPTION

GOODLAND TRANSITION (GLD.SAYGE6): From over GLD VORTAC via GLD R-306 and FQF R-038 to SAYGE INT. Thence....

HAYES CENTER TRANSITION (HCT.SAYGE6): From over HCT VORTAC via HCT R-266 and FQF R-038 to SAYGE INT. Thence....

NORTH PLATTE TRANSITION (LBF.SAYGE6): From over LBF VORTAC via LBF R-247 and FQF R-038 to SAYGE INT. Thence....

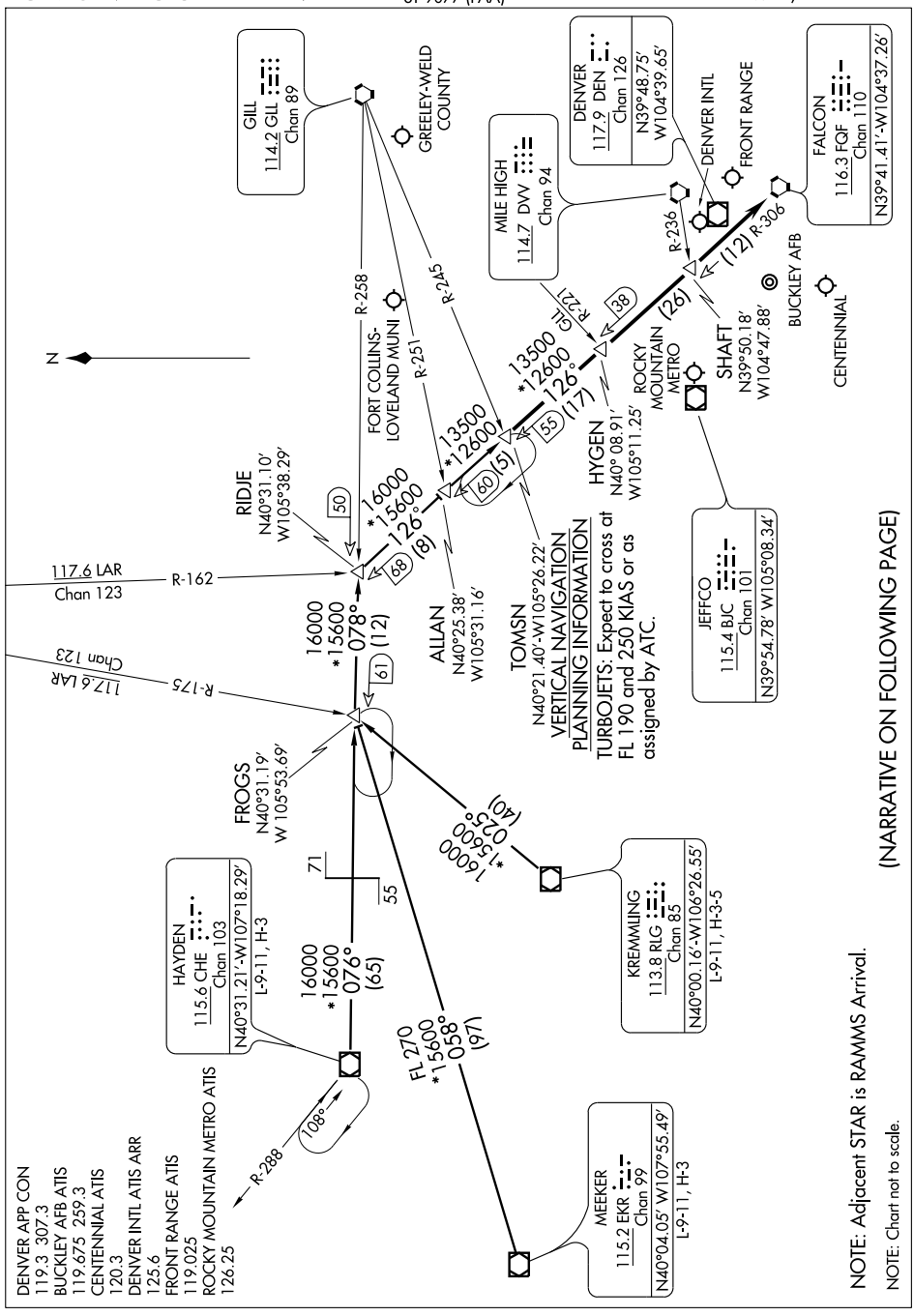
SIDNEY TRANSITION (SNY.SAYGE6): From over SNY VORTAC via SNY R-202 and FQF R-038 to SAYGE INT. Thence....

....From over SAYGE INT via FQF R-038 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

TOMSN FOUR ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



NOTE: Adjacent STAR is RAMMS Arrival.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

TOMSN FOUR ARRIVAL

ARRIVAL DESCRIPTION

HAYDEN TRANSITION (CHE.TOMSN4): From over CHE VOR/DME via CHE R-076 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

KREMMLING TRANSITION (RLG.TOMSN4): From over RLG VOR/DME via RLG R-025 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

MEEKER TRANSITION (EKR.TOMSN4): From over EKR VOR/DME via EKR R-058 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

....From over TOMSN INT via FQF R-306 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1. 14 JAN 2010 to 11 FEB 2010

DENVER, COLORADO

AL-5612 (FAA)

VOR/DME RWY 29L/R

DENVER/
ROCKY MOUNTAIN METROPOLITAN (BJC)

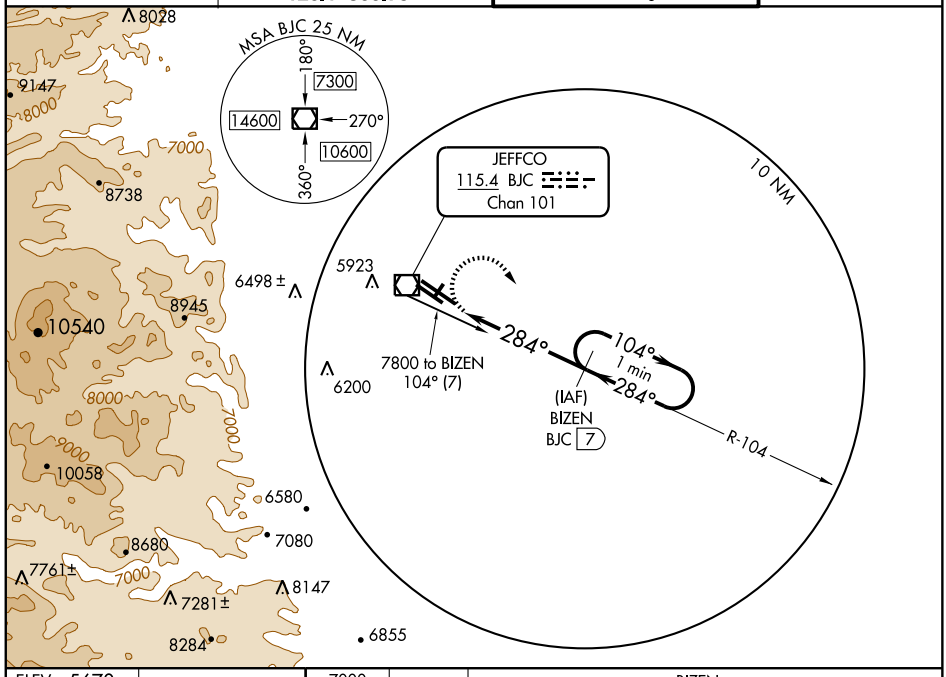
VOR/DME BJC	APP CRS	Rwy 29L ldg	Rwy 29R ldg
115.4	284°	7002	9000
Chan 101		TDZE 5625	TDZE 5595
		Apt Elev 5670	Apt Elev 5670

When control tower closed, use Denver Intl altimeter setting. For inoperative MALSR, increase Denver Intl altimeter setting S-29R Cat. D visibility to 1¼ mile. Inoperative table does not apply to local altimeter setting S-29R Cat. D.

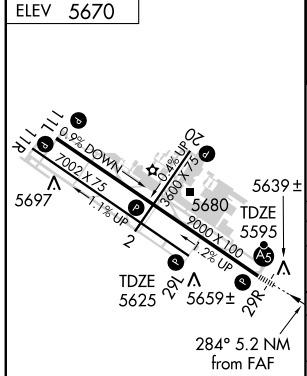
MALSR 29R

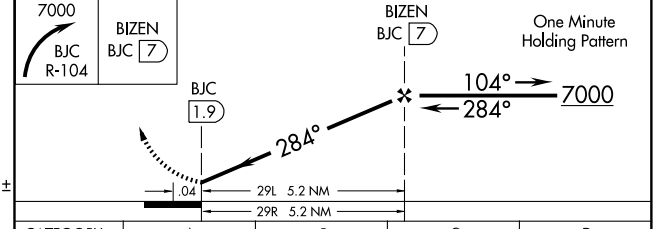
MISSED APPROACH: Climbing right turn to 7000 via BJC R-104 to BIZEN/7 DME and hold.

ATIS	DENVER APP CON	METRO TOWER *	GND CON
126.25	126.1 360.75	118.6 (CTAF) L 233.7	121.7



ELEV 5670





CATEGORY	A	B	C	D
S-29R	5900-½ 305 (300-½)			5900-1 305 (300-1)
S-29L	5920-1 295 (300-1)			
CIRCLING	6180-1 510 (600-1)		6240-1½ 570 (600-1½)	6240-2 570 (600-2)
DENVER INTL ALTIMETER SETTING MINIMUMS				
S-29R	5980-½ 385 (400-½)			5980-1 385 (400-1)
S-29L	6000-1 375 (400-1)			6000-1¼ 375 (400-1¼)
CIRCLING	6260-1 590 (600-1)		6320-1¾ 650 (700-1¾)	6320-2 650 (700-2)

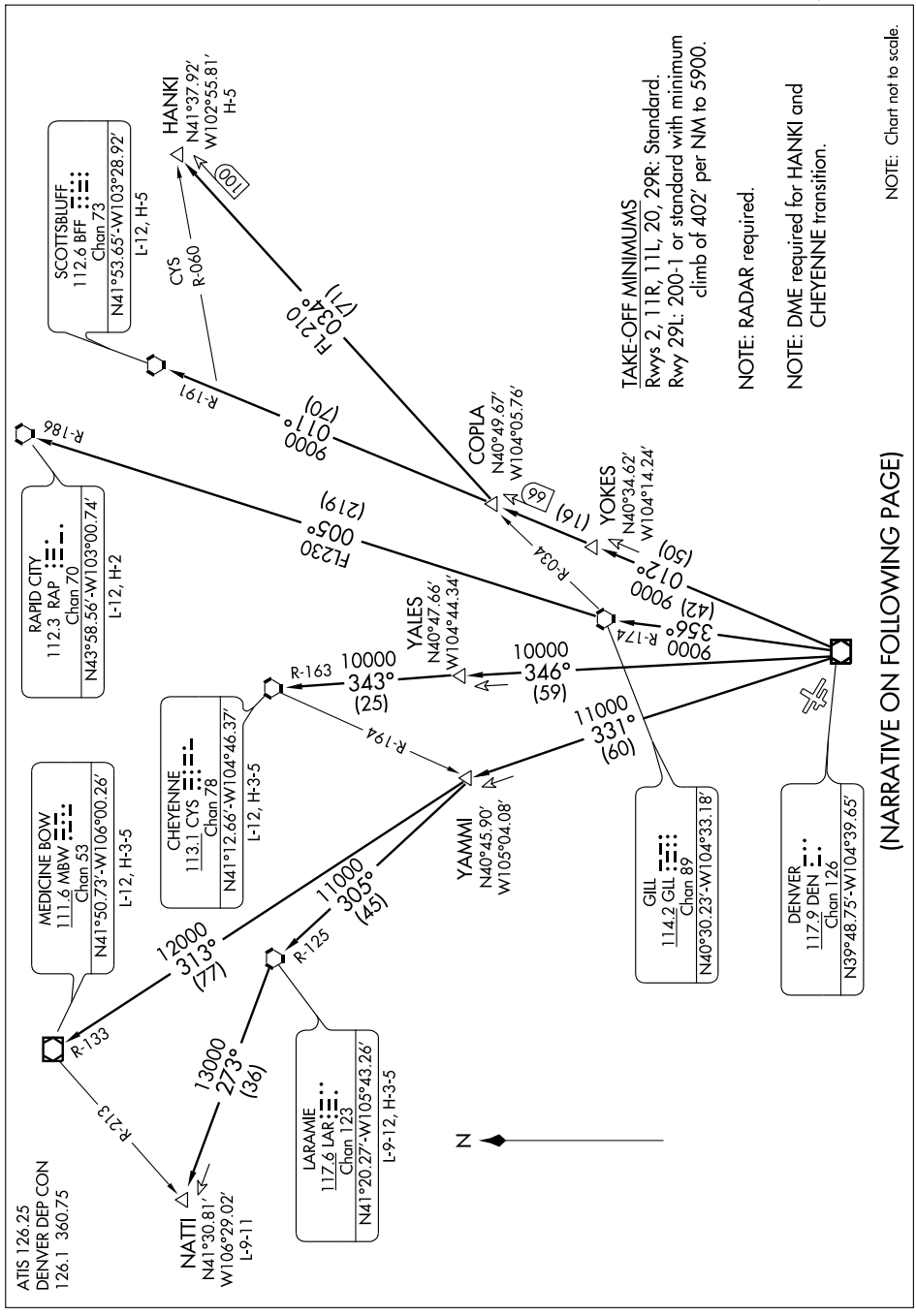
REIL Rwys 11L, 11R and 29L L
MIRL Rwys 2-20, 11R-29L and 11L-29R L

SW-1, 14 JAN 2010 to 11 FEB 2010

YELLOWSTONE SIX DEPARTURE

SL-5612 (FAA)

DENVER, COLORADO



YELLOWSTONE SIX DEPARTURE

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition.
Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

CHEYENNE TRANSITION (YELLO6.CYS): From over DEN VOR/DME via DEN R-346 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLO6.HANKI): From over DEN VOR/DME via DEN R-012 and GLL R-034 to HANKI INT.

LARAMIE TRANSITION (YELLO6.LAR): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC.

MEDICINE BOW TRANSITION (YELLO6.MBW): From over DEN VOR/DME via DEN R-331 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLO6.NATTI): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC, then via LAR R-273 to NATTI INT.

RAPID CITY TRANSITION (YELLO6.RAP): From over DEN VOR/DME via DEN R-356 and GLL R-174 to GLL VORTAC, then via GLL R-005 and RAP R-186 to RAP VORTAC.

SCOTTSBLUFF TRANSITION (YELLO6.BFF): From over DEN VOR/DME via DEN R-012 and BFF R-191 to BFF VORTAC.

TAKE-OFF OBSTACLE NOTES

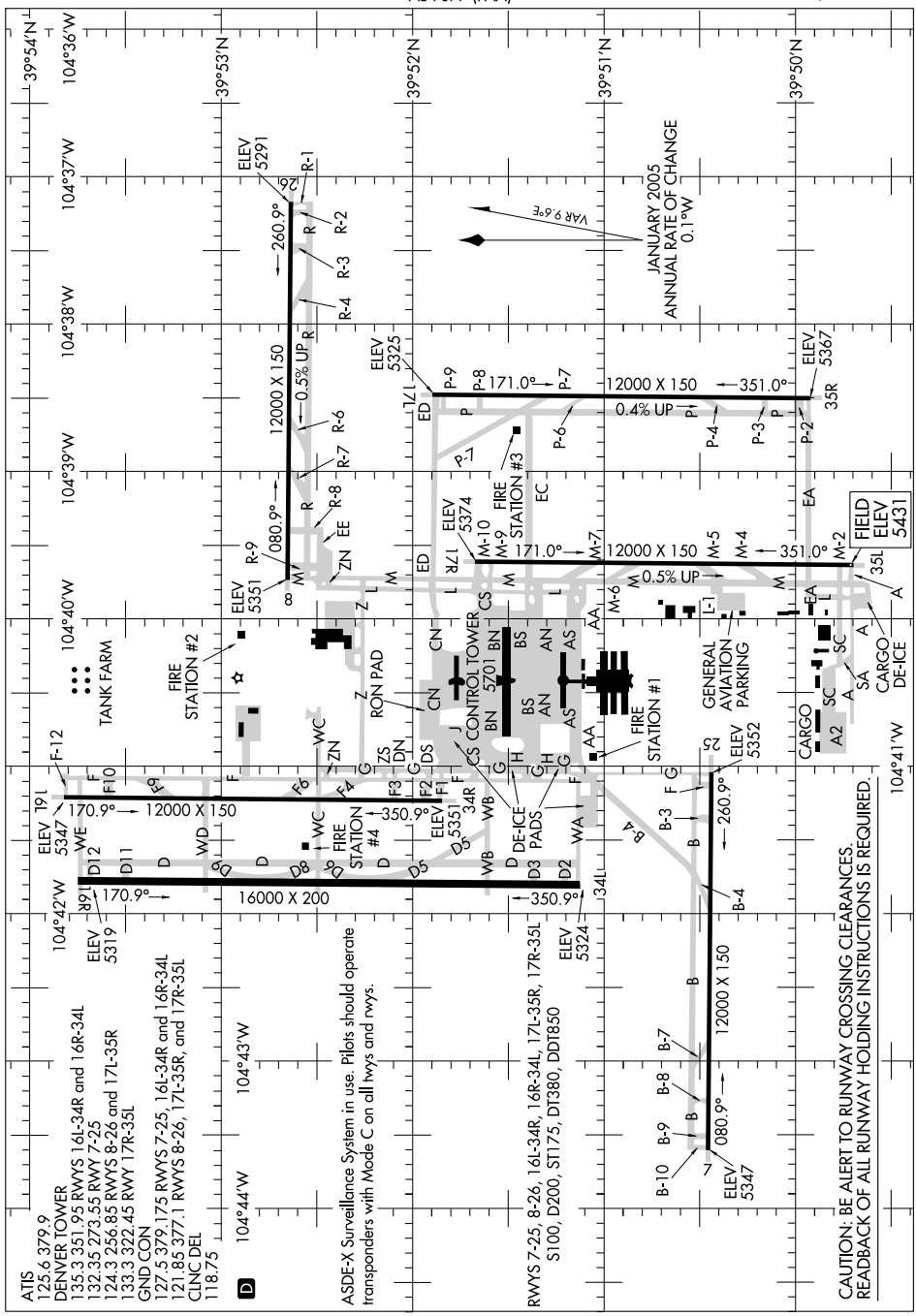
RWY 29L: Terrain beginning 45′ from DER, 292′ left of centerline, up to 5839′ MSL.
Fence 1015′ from DER, 392′ left of centerline, 15′ AGL/5725′ MSL.
Fence 982′ from DER, 303′ left of centerline, 14′ AGL/5714′ MSL.
Multiple trees beginning 687′ from DER, 615′ right of centerline, up to 70′ AGL/5839′ MSL.
Tree 3196′ from DER, 1337′ left of centerline, 70′ AGL/5839′ MSL.
RWY 2: Pole 432′ from DER, 370′ right of centerline, 49′ AGL/5619′ MSL.

SW-1, 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

AL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO

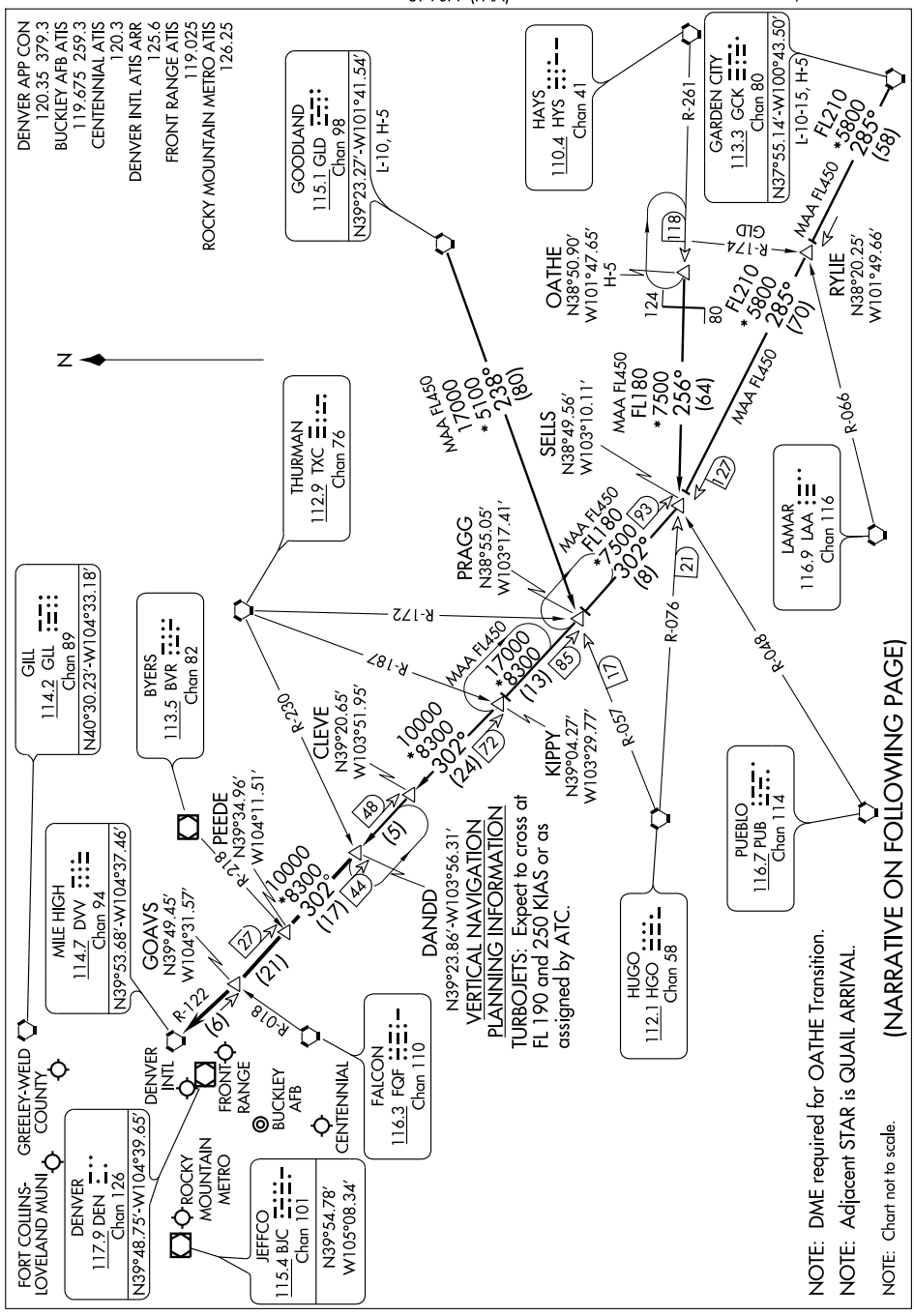


SW-1, 14 JAN 2010 to 11 FEB 2010

DANDD FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



NOTE: DME required for OATHE Transition.

NOTE: Adjacent STAR is QUAIL ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DANDD FIVE ARRIVAL

ARRIVAL DESCRIPTION

GARDEN CITY TRANSITION (GCK.DANDD5): From over GCK VORTAC via GCK R-285 and DVV R-122 to DANDD INT. Thence....

GOODLAND TRANSITION (GLD.DANDD5): From over GLD VORTAC via GLD R-238 and HGO R-057 to PRAGG INT; then via DVV R-122 to DANDD INT. Thence....

OATHE TRANSITION (OATHE.DANDD5): From over OATHE INT via HYS R-261 and HGO R-076 to SELLS INT; then via DVV R-122 to DANDD INT. Thence....

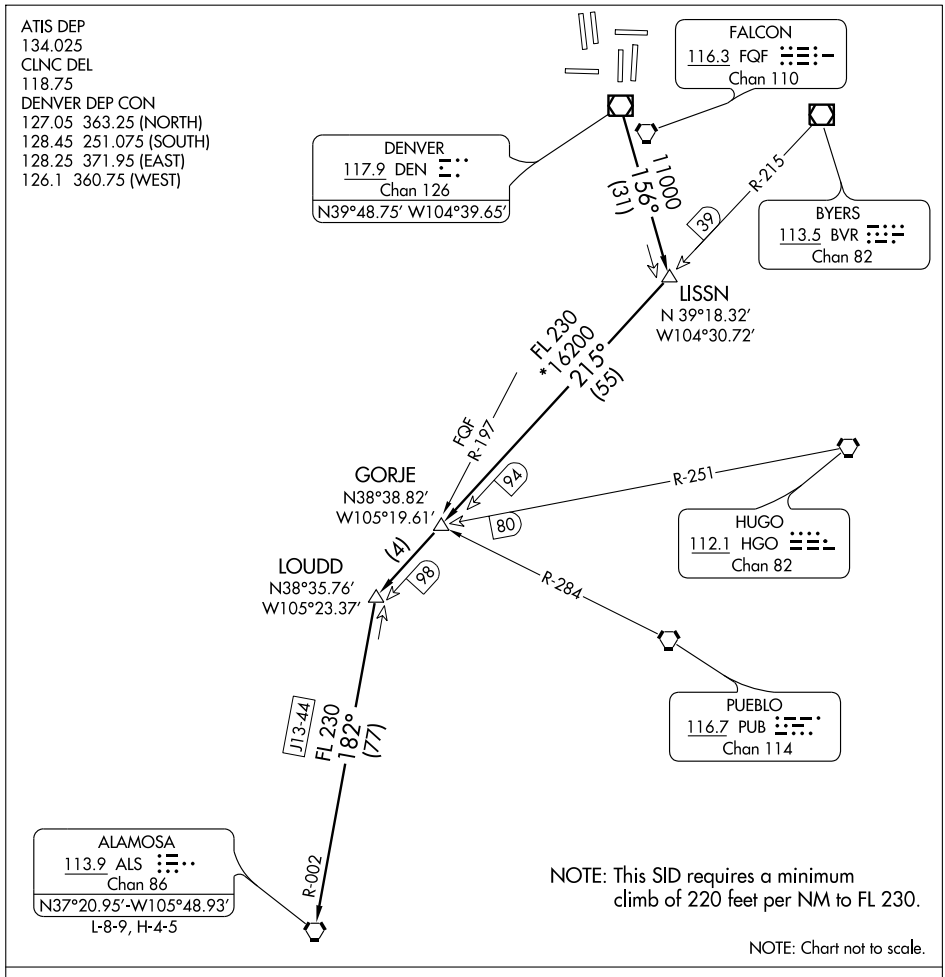
....From over DANDD INT via DVV R-122 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1. 14 JAN 2010 to 11 FEB 2010

DECI-BELLE TWO DEPARTURE

SL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for radar vectors to assigned route. Maintain 10000 feet or **ATC assigned lower altitude**. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within 1 minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned route. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

ALAMOSA TRANSITION (DCBEL2.ALS): From over DEN VOR/DME via DEN R-156 to LISSN INT, then via BVR R-215 and ALS R-002 to ALS VORTAC.

SW-1, 14 JAN 2010 to 11 FEB 2010

DENVER FIVE DEPARTURE

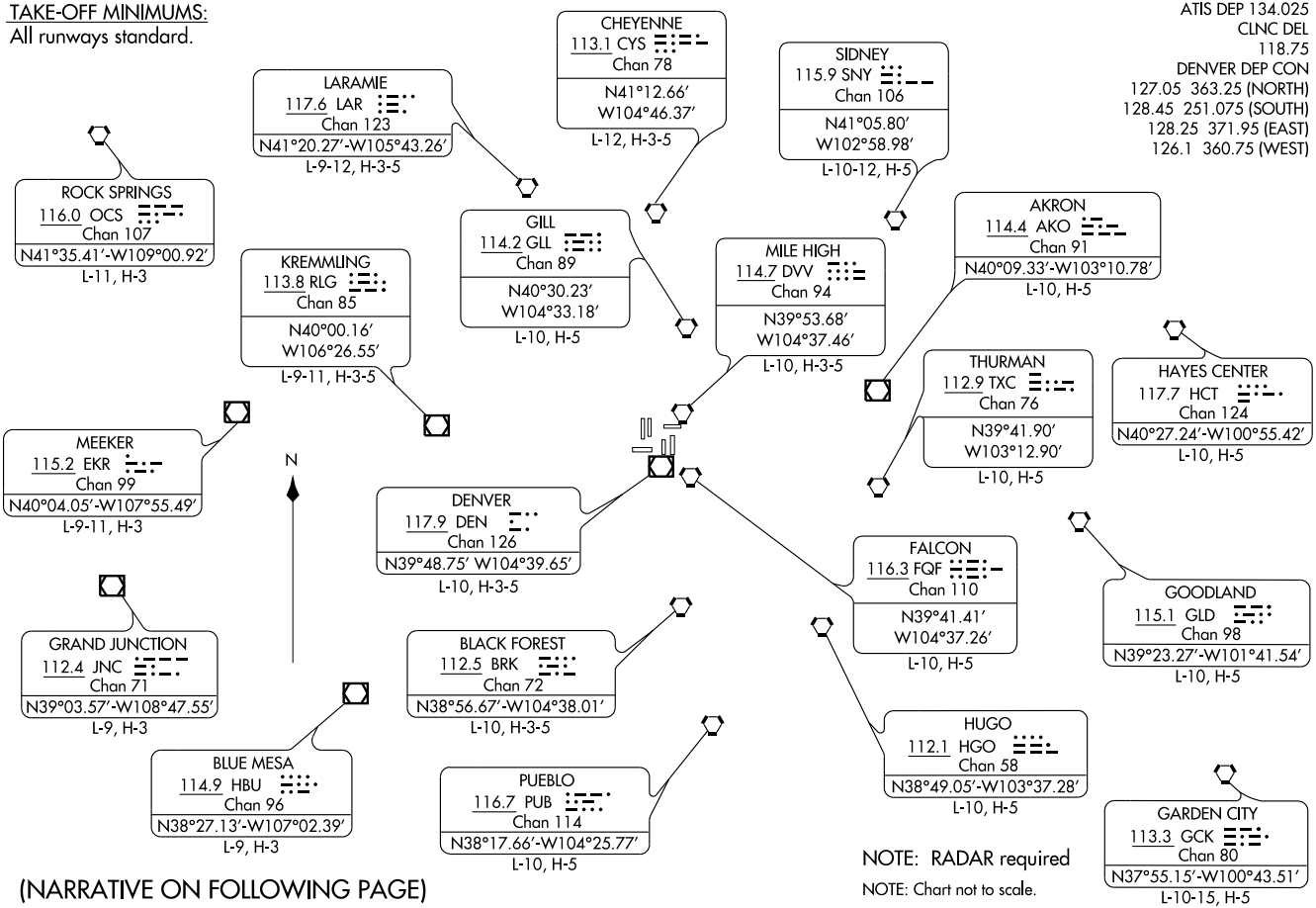
(DENVR5.DENVR) 09295

SL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO

TAKE-OFF MINIMUMS:
All runways standard.

ATIS DEP 134.025
CLNC DEL
118.75
DENVER DEP CON
127.05 363.25 (NORTH)
128.45 251.075 (SOUTH)
128.25 371.95 (EAST)
126.1 360.75 (WEST)



NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DENVER FIVE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for radar vectors to assigned transition. Maintain 10000 feet or **ATC assigned lower altitude.** Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

ILS or LOC RWY 7
DENVER INTL (DEN)

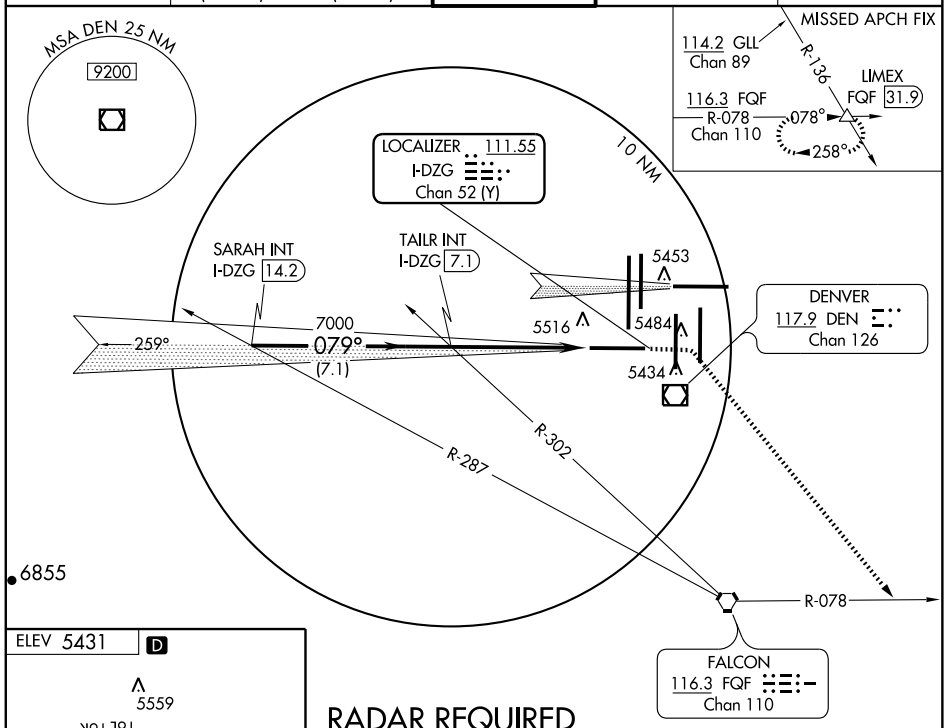
LOC/DME I-DZG	APP CRS	Rwy ldg	12000
111.55	079°	TDZE	5348
Chan 52 (Y)		Apt Elev	5431

Simultaneous approaches authorized with Rwy 8.
S-LOC minima not authorized during simultaneous operations.
For inoperative MALSR, increase S-LOC Cat D visibility to RVR 5000.

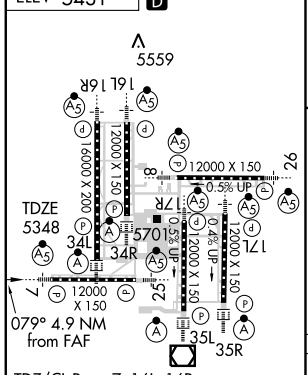
MALSR

MISSED APPROACH: Climb to 5900, then climbing right turn to 10000 via 130° heading FQF VORTAC R-078 to LIMEX INT/FQF 31.9 DME and hold.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	132.35 273.55	127.5 379.175	118.75

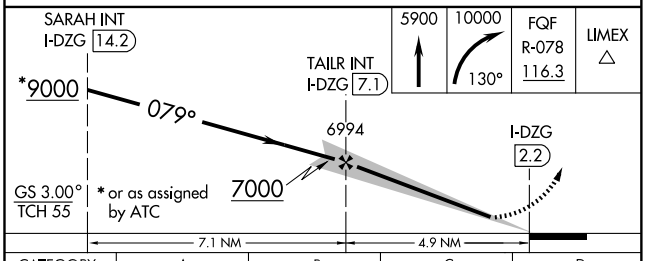


RADAR REQUIRED



TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R
HIRL all Rwys

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-ILS 7	5548/18 200 (200-½)			
S-LOC 7	5640/24 292 (300-½)			5640/40 292 (300-¾)
CIRCLING	NA			

LOC/DME I-FUI	APP CRS	Rwy ldg	12000
108.9	080°	TDZE	5351
Chan 26		Apt Elev	5431

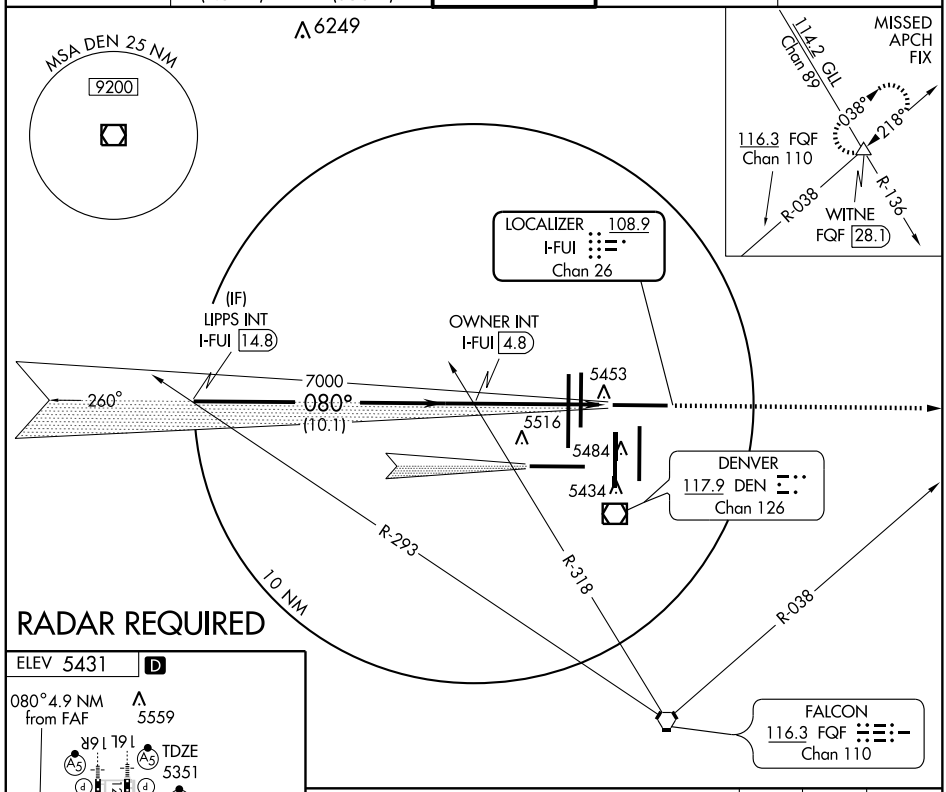
ILS or LOC RWY 8
DENVER INTL (DEN)

Simultaneous approaches authorized with Rwy 7.
S-LOC minima not authorized during simultaneous operations.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

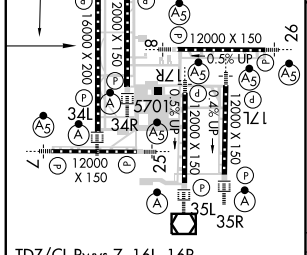
MALSR

MISSED APPROACH: Climb to 10000 via 080° heading and FQF VORTAC R-038 to WITNE INT/ FQF 28.1 DME and hold.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	124.3 256.85	121.85 377.1	118.75

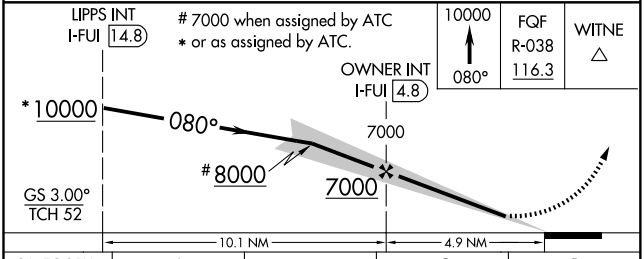


RADAR REQUIRED



TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R
HIRL all Rwys

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-ILS 8	** 5551/24 200 (200-½)			
S-LOC 8	5700/24 349 (300-½)			5700/40 349 (300-¾)
CIRCLING	NA			

SW-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-DQQ	APP CRS	Rwy ldg	16000
111.9	170°	TDZE	5323
Chan 56		Apt Elev	5431

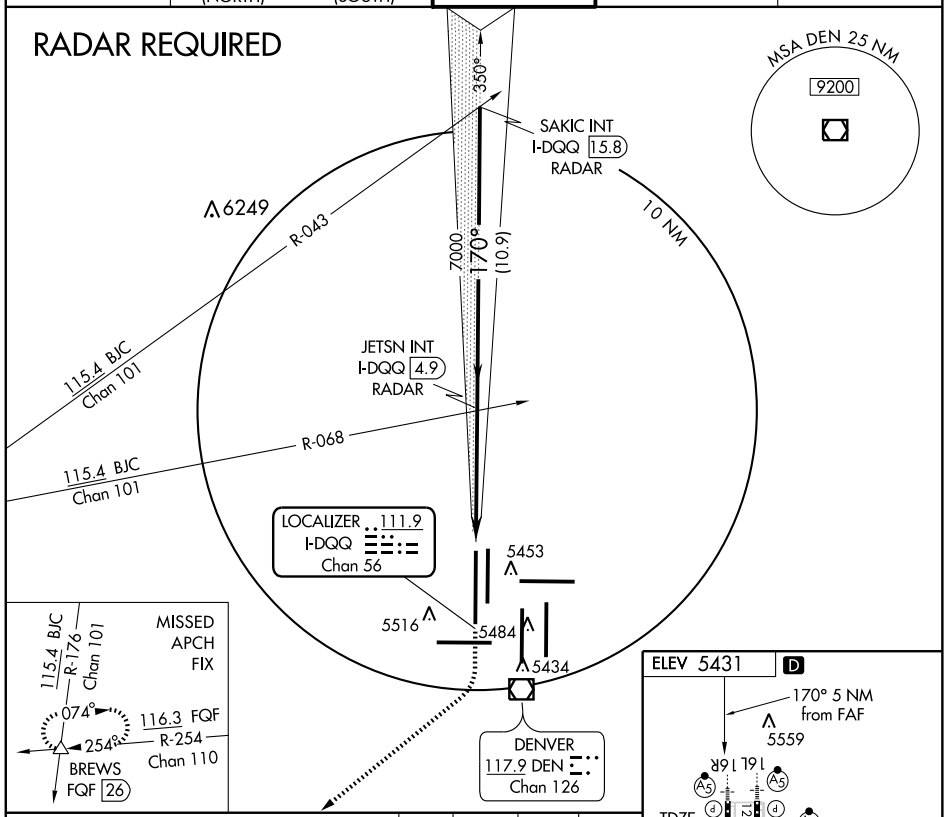
ILS or LOC RWY 16R
DENVER INTL (DEN)

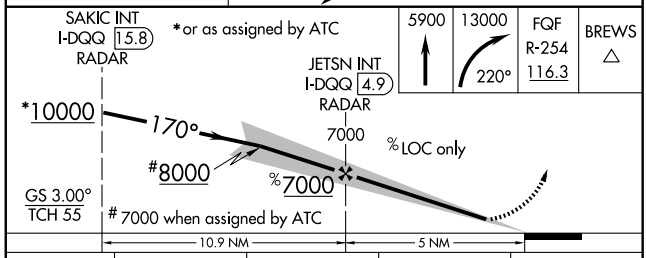
Simultaneous approaches authorized with Rwy 17L and 17R. S-LOC minima not authorized during simultaneous operations.

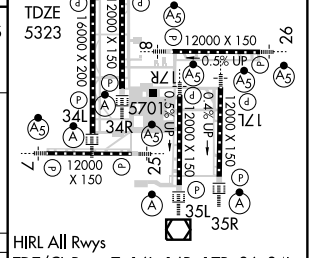
MALSR

MISSED APPROACH: Climb to 5900, then climbing right turn to 13000 via 220° heading and FQF VORTAC R-254 to BREWS INT/FQF 26 DME and hold.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	135.3 351.95	127.5 379.175	118.75







HIRL All Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

CATEGORY	A	B	C	D
S-ILS 16R	5523/18 200 (100-½)			
S-LOC 16R	5680/24 357 (300-½)			5680/40 357 (300-¾)
CIRCLING	NA			

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SW-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-BXP	APP CRS	Rwy ldg 12000
110.15	170°	TDZE 5335
Chan 38 (Y)		Apt Elev 5431

ILS or LOC RWY 17L

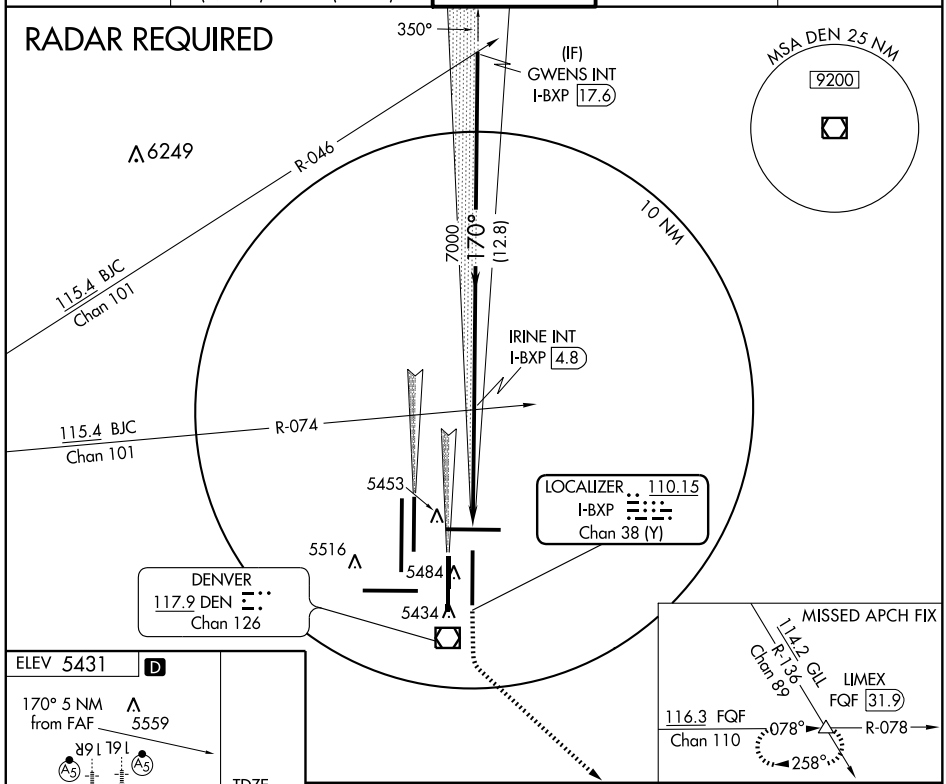
DENVER INTL (DEN)

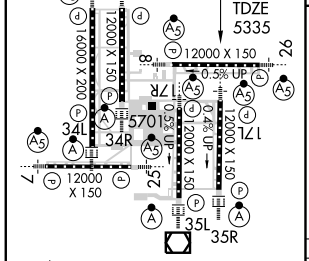
Simultaneous approaches authorized with Rwy 16L and 17R. S-LOC minima not authorized during simultaneous operations.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 5900, then climbing left turn to 10000 via 120° heading and FQF VORTAC R-078 to LIMEX INT/FQF 31.9 DME and hold.

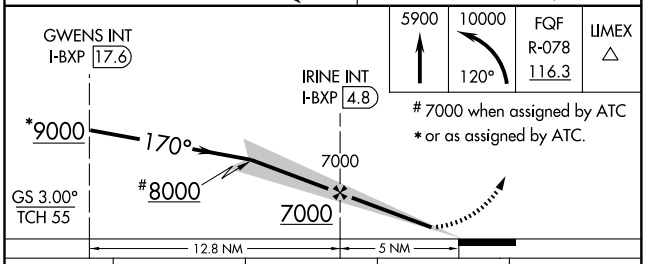
ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	124.3 256.85	121.85 377.1	118.75





TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R
HIRL all Rwys

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-ILS 17L	** 5535/24 200 (200-½)			
S-LOC 17L	5700/24 365 (300-½)			5700/40 365 (300-¾)
CIRCLING	NA			

SW-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-ERP	APP CRS	Rwy ldg 12000
111.55	260°	TDZE 5352
Chan 52 (Y)		Apt Elev 5431

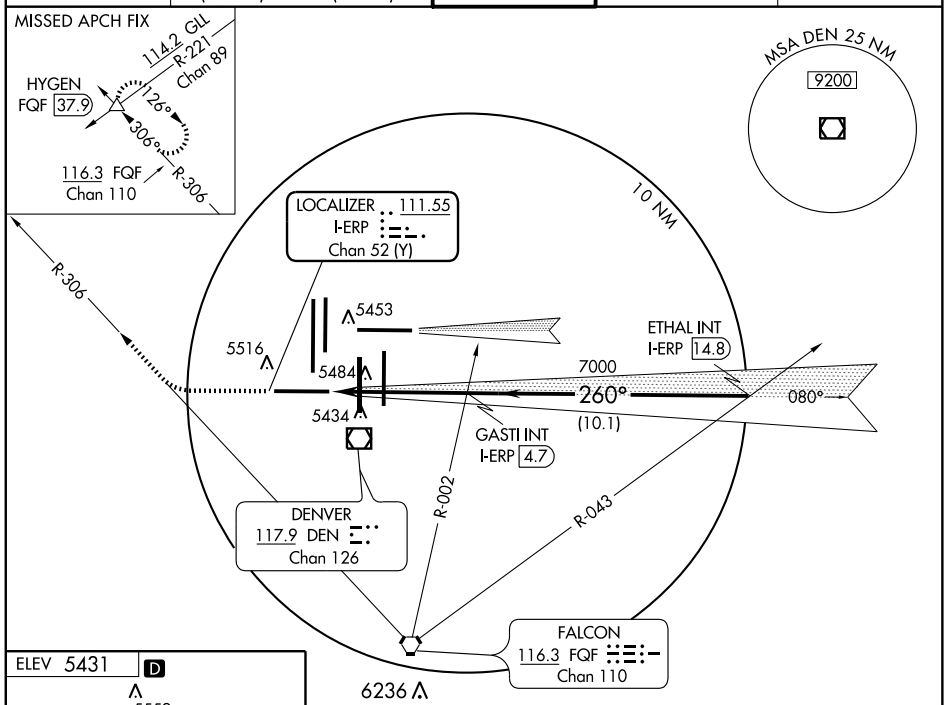
ILS or LOC RWY 25
DENVER INTL (DEN)

Simultaneous approach authorized with Rwy 26.
S-LOC minimums not authorized during simultaneous operations.
RVR 1800 authorized with the use of FD or AP or HUD to DA.

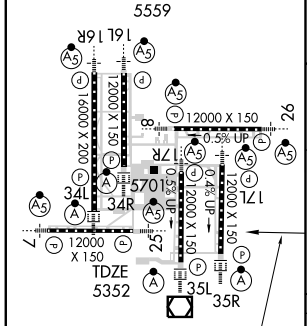
MALSR

MISSED APPROACH: Climb to 12000 via 260° heading and FQF VORTAC R-306 to HYGEN INT/FQF 37.9 DME and hold.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	132.35 273.55	127.5 379.175	118.75



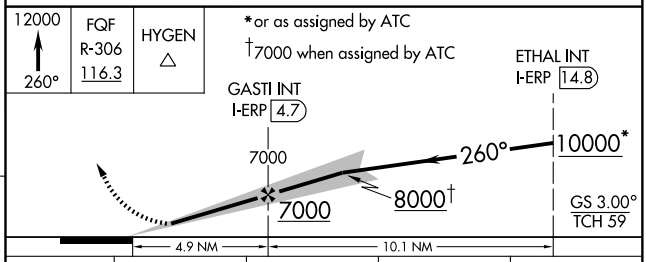
RADAR REQUIRED



TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R
HIRL all Rwys

260° 4.9 NM from FAF

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-ILS 25	# 5552/24 200 (200-½)			
S-LOC 25	5720/24 368 (300-½)			5720/40 368 (300-¾)
CIRCLING	NA			

SW-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-DXU 111.9 Chan 56	APP CRS 350°	Rwy ldg 16000 TDZE 5324 Apt Elev 5431

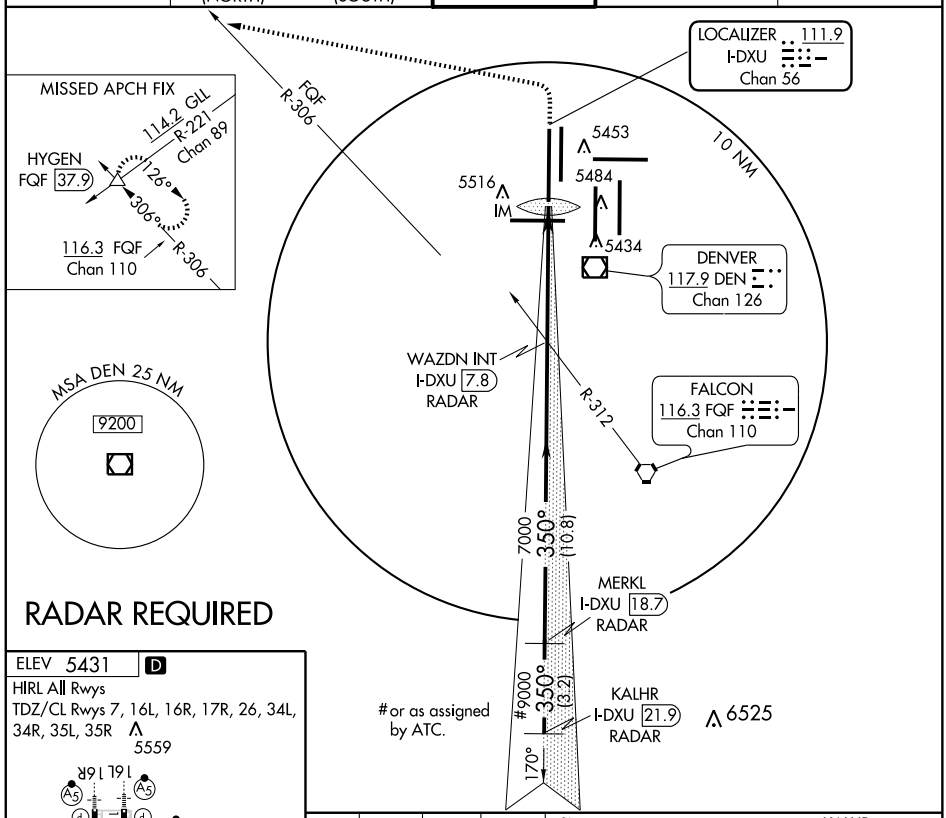
ILS or LOC RWY 34L
DENVER INTL (DEN)

Simultaneous approaches authorized with Rwy 35L and 35R.
S-LOC minima not authorized during simultaneous operations.
* DME or RADAR required.

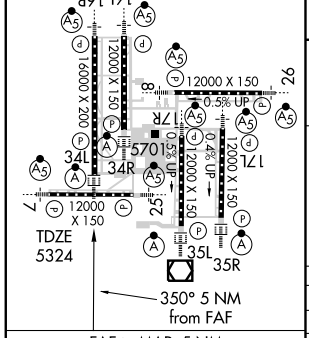
ALSF-2

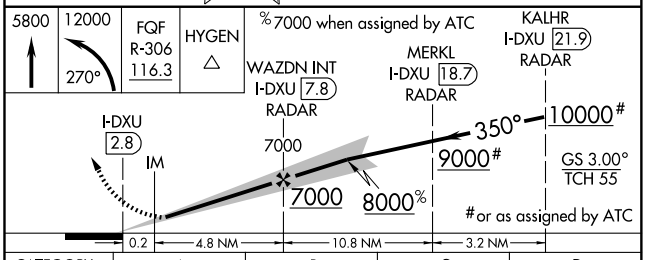
MISSED APPROACH: Climb to 5800, then climbing left turn to 12000 via 270° heading and FQF VORTAC R-306 to HYGEN INT/FQF 37.9 DME and hold.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	135.3 351.95	127.5 379.175	118.75



RADAR REQUIRED





FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-ILS 34L	5524/18 200 (100-½)			
S-LOC 34L*	5940/24 616 (600-½)		5940/60 616 (600-1¼)	5940-1½ 616 (600-1½)
CIRCLING	NA			

SW-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-LTT 111.1 Chan 48	APP CRS 170°	Rwy ldg 12000 TDZE 5354 Apt Elev 5431

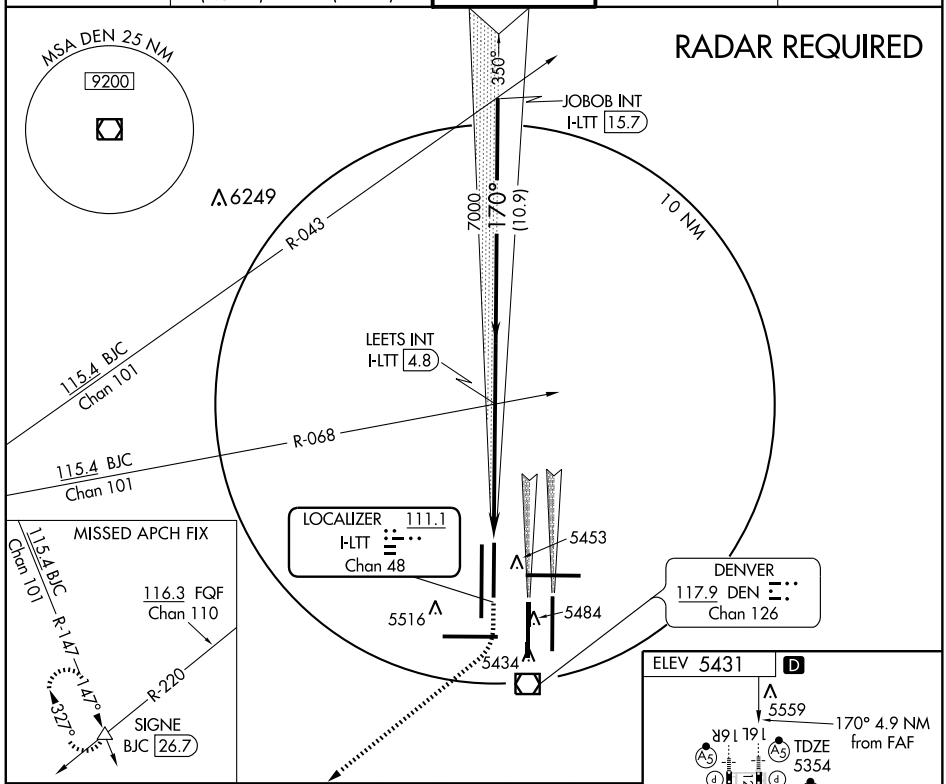
ILS RWY 16L
DENVER INTL (DEN)

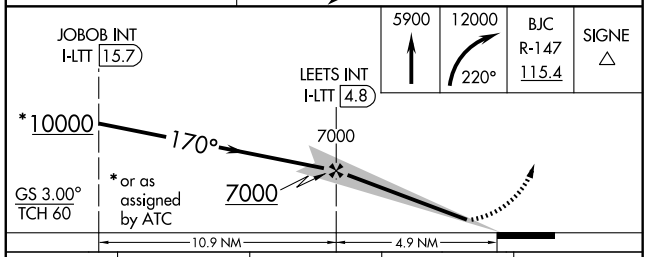
Simultaneous approaches authorized with Rwy 17L and 17R. S-LOC minima not authorized during simultaneous operations.

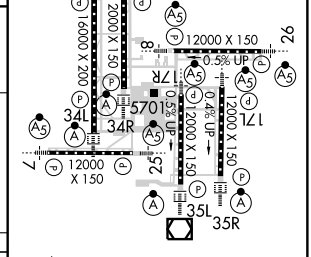
MALSR

MISSED APPROACH: Climb to 5900, then climbing right turn to 12000 via 220° heading and BJC VOR/DME R-147 to SIGNE INT/BJC 26.7 DME and hold.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	135.3 351.95	127.5 379.175	118.75







TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R
HIRL all Rwys

CATEGORY	A	B	C	D
S-ILS 16L	5554/18 200 (200-½)			
S-LOC 16L	5820/24 466 (400-½)		5820/40 466 (400-¾)	5820/50 466 (400-1)
CIRCLING	NA			

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SW-1, 14 JAN 2010 to 11 FEB 2010

ILS RWY 17R
DENVER INTL (DEN)

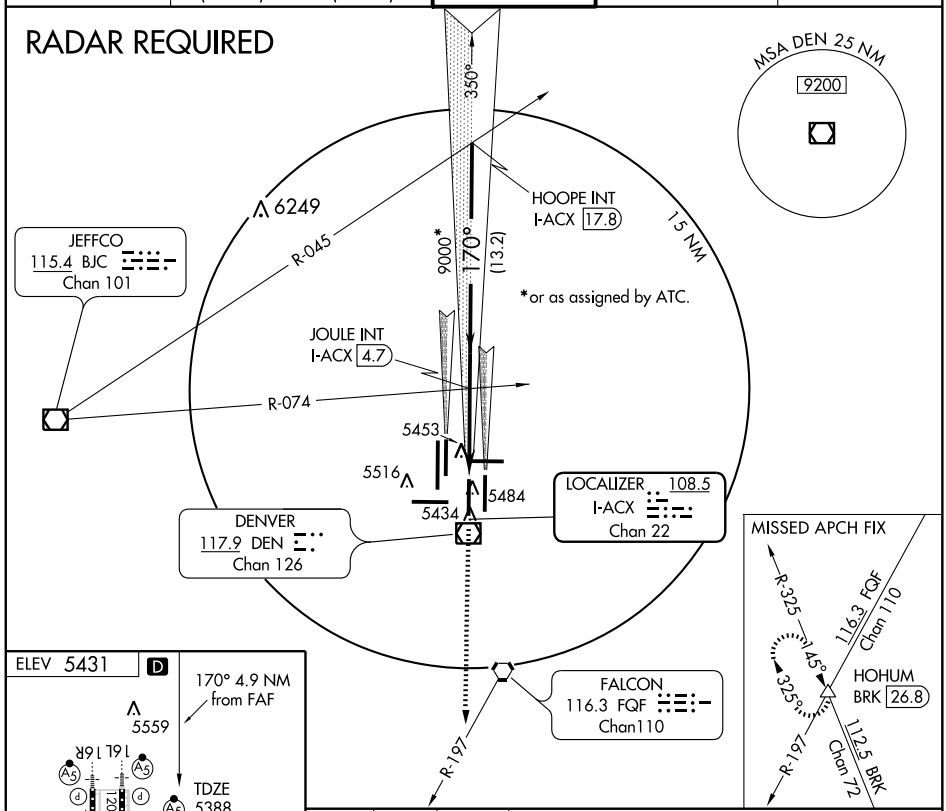
LOC/DME I-ACX	APP CRS	Rwy ldg	12000
108.5	170°	TDZE	5388
Chan 22		Apt Elev	5431

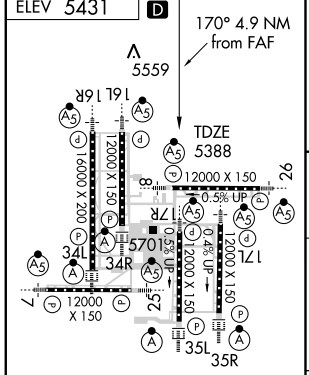
Simultaneous approaches authorized with Rwy 16L and 17L.
S-LOC minima not authorized during simultaneous operations.
For inoperative MALSR, increase S-LOC Cat D visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 10000 via 170° heading and FQF VORTAC R-197 to HOHUM INT/BRK 26.8 DME and hold.

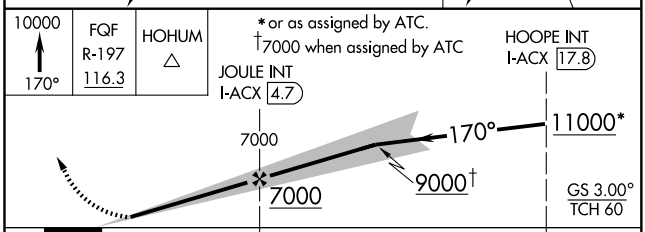
ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	133.3 322.45	121.85 377.1	118.75





TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R
HIRL all Rwys

FAF to MAP 4.9 NM				
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-ILS 17R	5588/18 200 (200-½)			
S-LOC 17R	5680/24 292 (300-½)			5680/40 292 (300-¾)
CIRCLING	NA			

SW-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-JOY 108.9 Chan 26	APP CRS 260°	Rwy ldg 12000 TDZE 5306 Apt Elev 5431

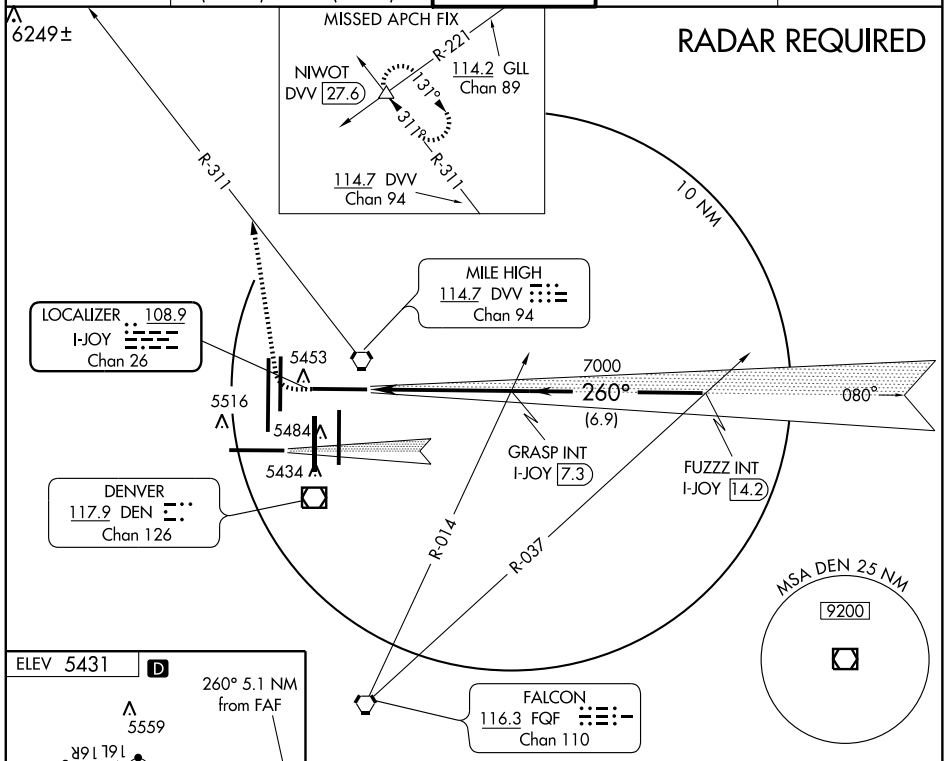
ILS RWY 26
DENVER INTL (DEN)

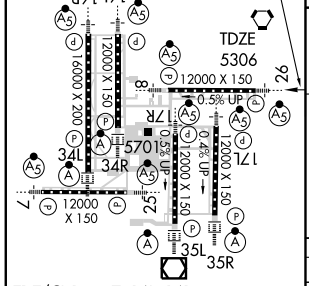
Simultaneous approaches authorized with Rwy 25. S-LOC minima not authorized during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 5900 then climbing right turn to 11000 via 340° heading and DVV VORTAC R-311 to NIWOT INT/DVV 27.6 DME and hold.

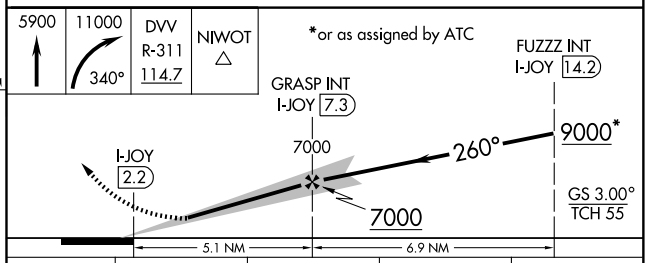
ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	124.3 256.85	121.85 377.1	118.75





TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R
HIRL all Rwys

FAF to MAP 5.1 NM				
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-ILS 26	5506/18 200 (100-½)			
S-LOC 26	5700/24 394 (300-½)			5700/40 394 (300-¾)
CIRCLING	NA			

LOC/DME I-DXU 111.9 Chan 56	APP CRS 350°	Rwy ldg 16000 TDZE 5324 Apt Elev 5431

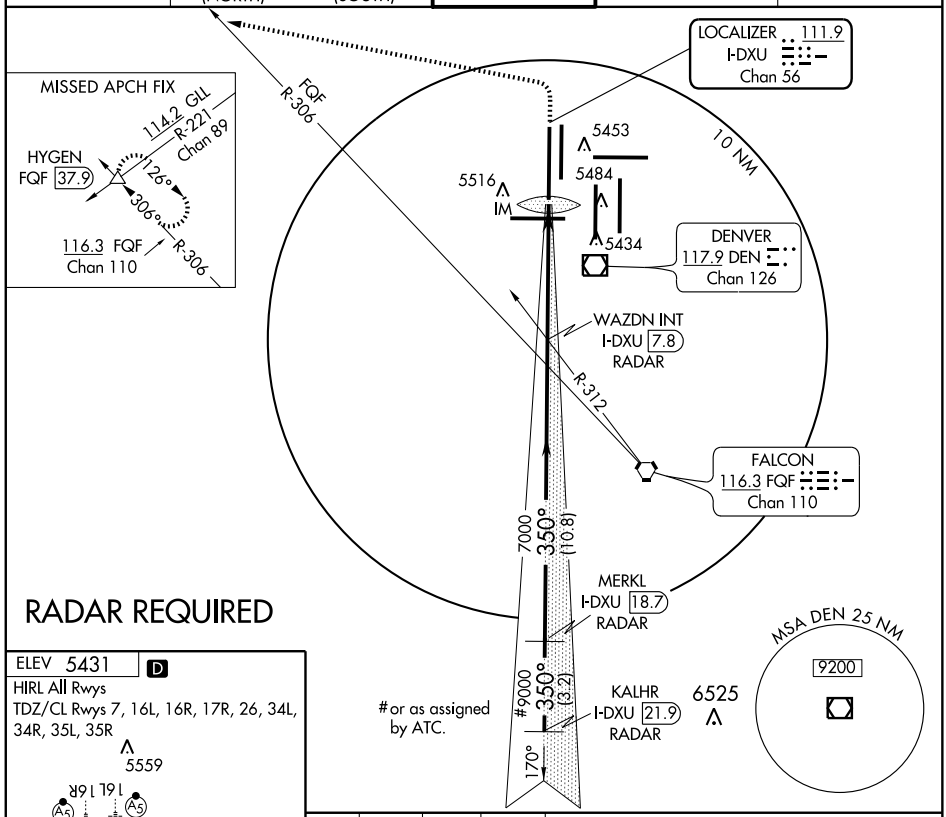
ILS RWY 34L (CAT II)
DENVER INTL (DEN)

Simultaneous approaches authorized with Rwy 35L and 35R.

ALSF-2

MISSED APPROACH: Climb to 5800, then climbing left turn to 12000 via 270° heading and FQF VORTAC R-306 to HYGEN INT/FQF 37.9 DME and hold.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	135.3 351.95	127.5 379.175	118.75

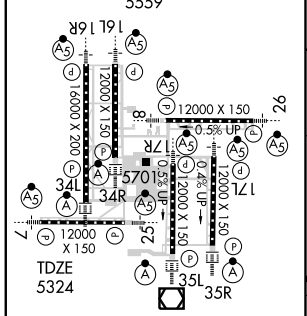


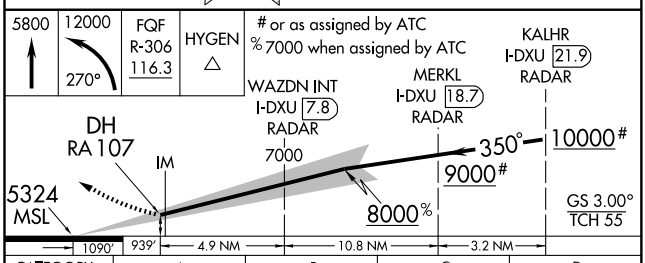
RADAR REQUIRED

ELEV 5431 D

HIRL All Rwys

TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R





CATEGORY	A	B	C	D
S-ILS 34L	RA 107/12 100 DA 5424			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-DXU 111.9 Chan 56	APP CRS 350°	Rwy ldg 16000 TDZE 5324 Apt Elev 5431

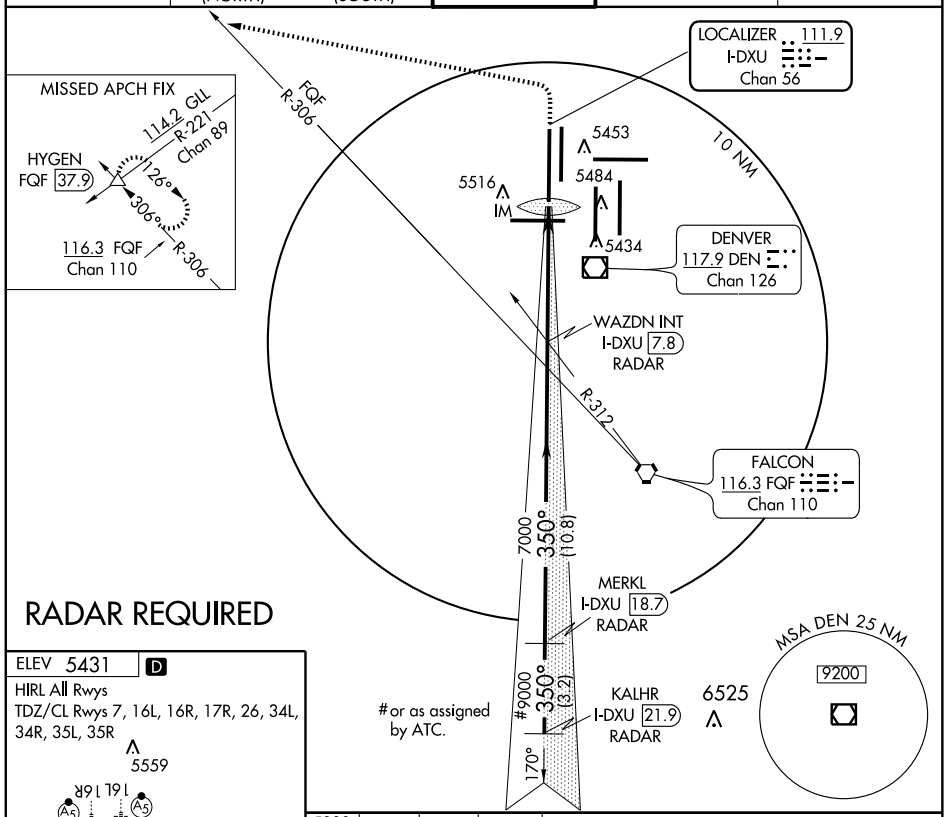
ILS RWY 34L (CAT III)
DENVER INTL (DEN)

Simultaneous approaches authorized with Rwy 35L and 35R.

ALSF-2

MISSED APPROACH: Climb to 5800, then climbing left turn to 12000 via 270° heading and FQF VORTAC R-306 to HYGEN INT/FQF 37.9 DME and hold.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	135.3 351.95	127.5 379.175	118.75

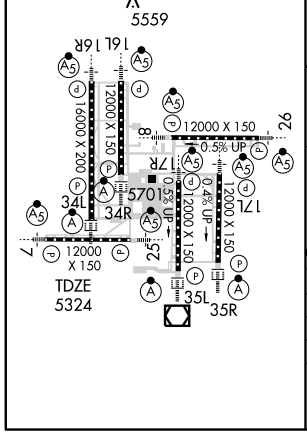


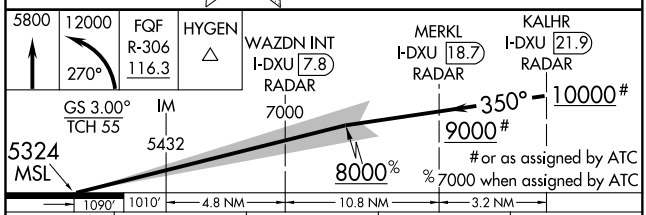
RADAR REQUIRED

ELEV 5431 D

HIRL All Rwys

TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R





CATEGORY	A	B	C	D
S-ILS 34L	CAT IIIa RVR 07			
S-ILS 34L	CAT IIIb RVR 03			
S-ILS 34L	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-OUF 111.1 Chan 48	APP CRS 350°	Rwy ldg 12000 TDZE 5351 Apt Elev 5431

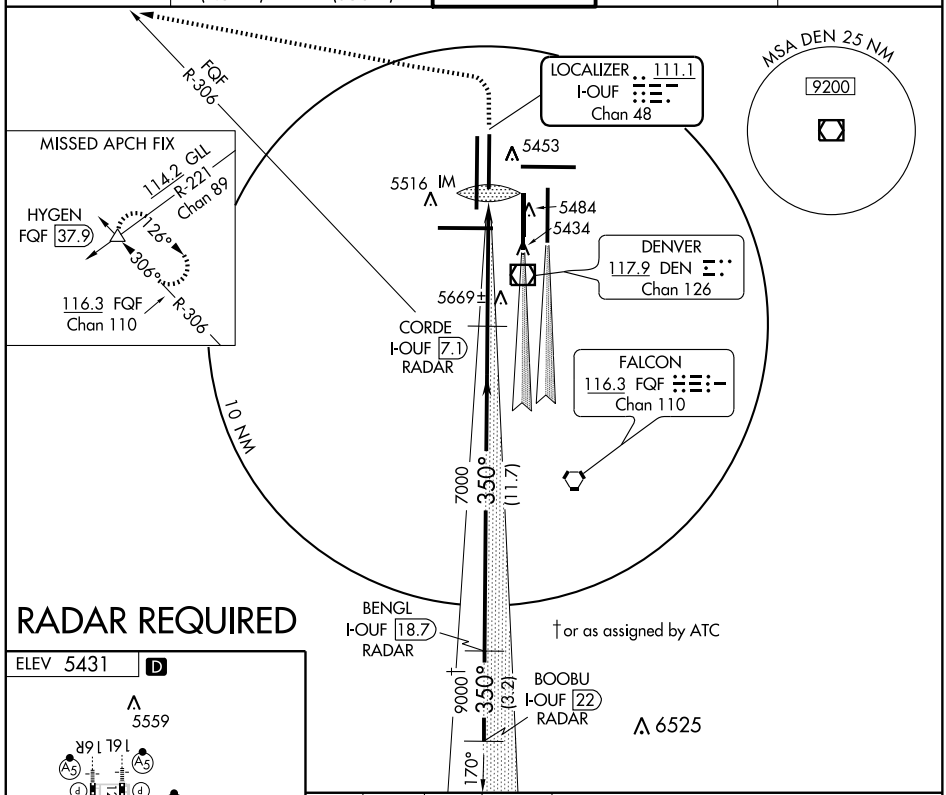
ILS RWY 34R
DENVER INTL (DEN)

* DME or RADAR required.
Simultaneous approaches authorized with Rwy 35L and 35R.
S-LOC minima not authorized during simultaneous operations.

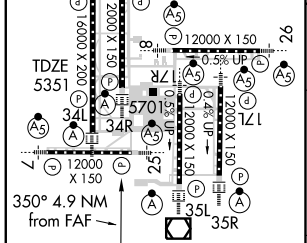
ALSF-2

MISSED APPROACH: Climb to 5800, then climbing left turn to 12000 via 270° heading and FQF VORTAC R-306 to HYGEN INT/FQF 37.9 DME and hold.

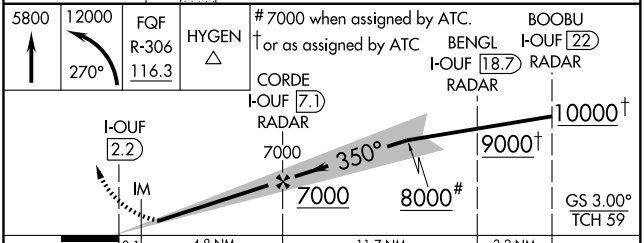
ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	135.3 351.95	127.5 379.175	118.75



RADAR REQUIRED



TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R
HIRL all Rwys



FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
S-ILS 34R	5551/18 200 (200-½)			
S-LOC 34R*	5920/24 569 (500-½)		5920/50 569 (500-1)	5920/60 569 (500-1¼)
CIRCLING	NA			

SW-1, 14 JAN 2010 to 11 FEB 2010

ILS RWY 34R (CAT II)
DENVER INTL (DEN)

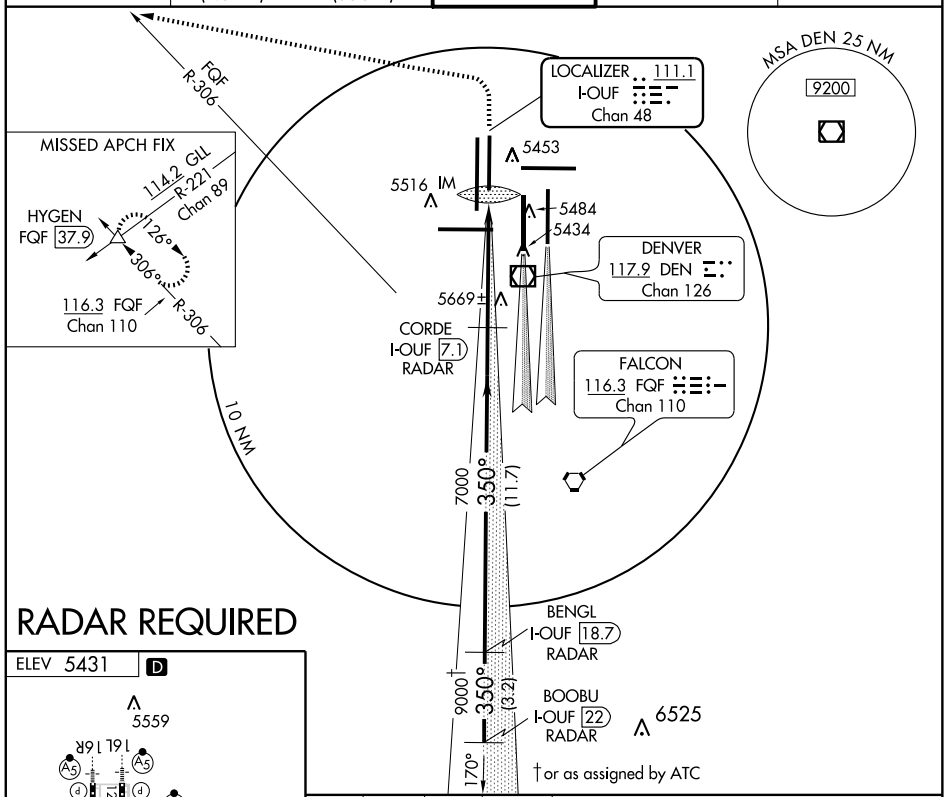
LOC/DME I-OUF	APP CRS	Rwy ldg	12000
111.1	350°	TDZE	5351
Chan 48		Apt Elev	5431

T Simultaneous approaches authorized with Rwy 35L and 35R.

ALSF-2

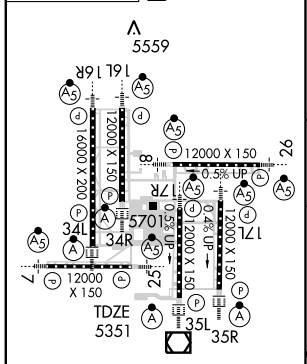
MISSED APPROACH: Climb to 5800, then climbing left turn to 12000 via 270° heading and FQF VORTAC R-306 to HYGEN INT/FQF 37.9 DME and hold.

ATIS	DENVER APP CON		DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 (NORTH)	120.35 379.3 (SOUTH)	135.3 351.95	127.5 379.175	118.75

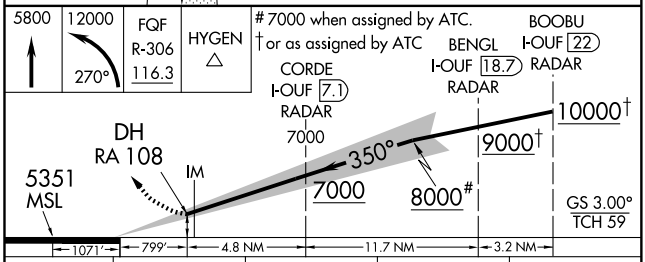


RADAR REQUIRED

ELEV 5431 D



HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L and 35R



CATEGORY	A	B	C	D
S-ILS-34R	RA 108/12 100 DA 5451			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-1, 14 JAN 2010 to 11 FEB 2010

ILS RWY 34R (CAT III)
DENVER INTL (DEN)

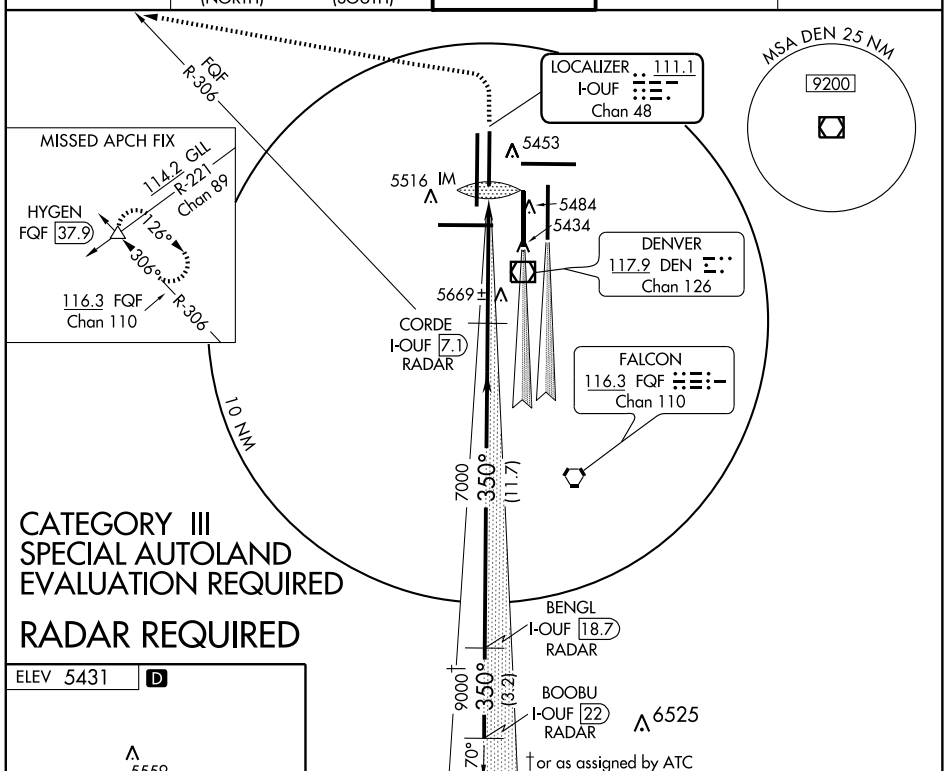
LOC/DME I-OUF	APP CRS	Rwy ldg 12000
111.1	350°	TDZE 5351
Chan 48		Apt Elev 5431

Simultaneous approaches authorized with Rwy 35L and 35R.

ALSF-2

MISSED APPROACH: Climb to 5800, then climbing left turn to 12000 via 270° heading and FQF VORTAC R-306 to HYGEN INT/FQF 37.9 DME and hold.

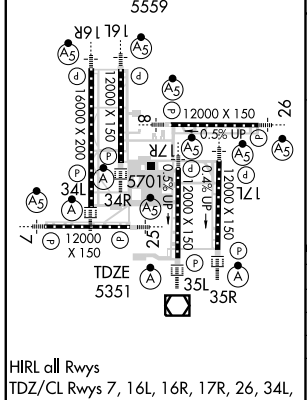
ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	135.3 351.95	127.5 379.175	118.75



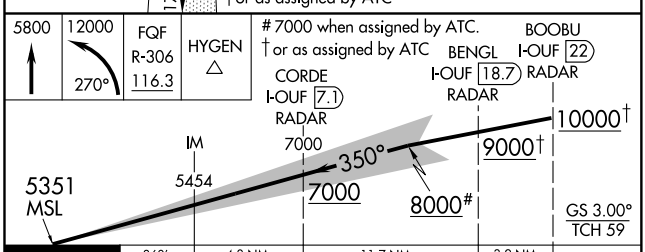
CATEGORY III
SPECIAL AUTOLAND
EVALUATION REQUIRED

RADAR REQUIRED

ELEV 5431 D



HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L and 35R



CATEGORY	A	B	C	D
S-ILS-34R	CAT IIIa RVR 07			
S-ILS-34R	CAT IIIb RVR 03			
S-ILS-34R	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-1, 14 JAN 2010 to 11 FEB 2010

ILS RWY 35L
DENVER INTL (DEN)

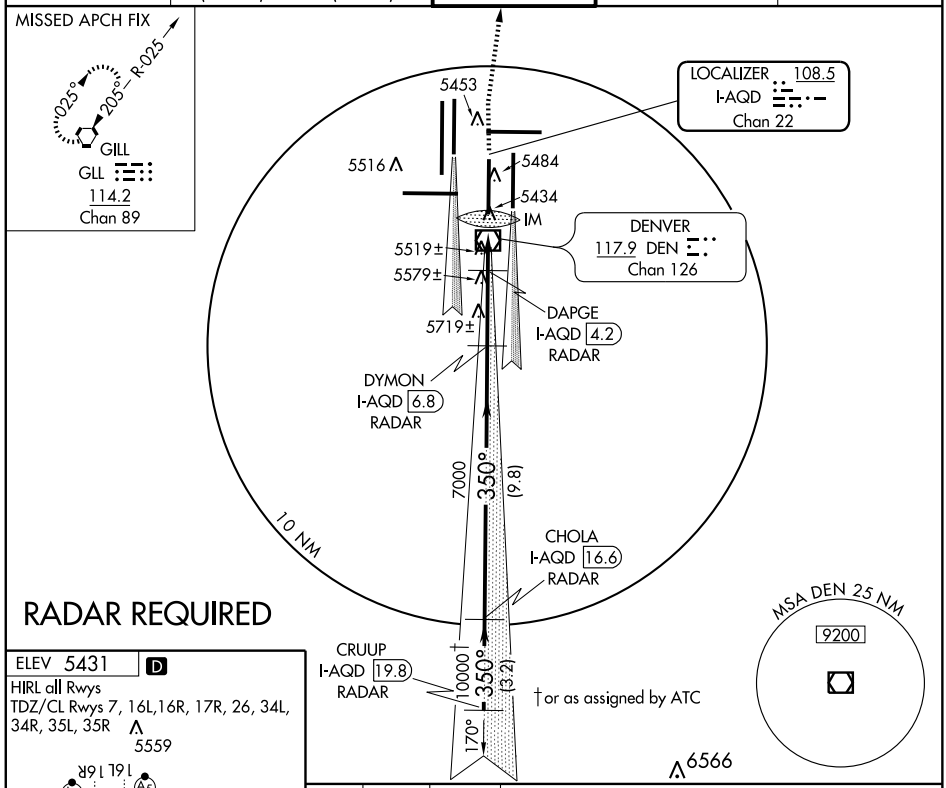
LOC/DME I-AQD 108.5 Chan 22	APP CRS 350°	Rwy ldg 12000 TDZE 5431 Apt Elev 5431

T ** DME or RADAR required.
Simultaneous approaches authorized with Rwy 34R and 35R.
S-LOC minima not authorized during simultaneous operations.

ALSF-2

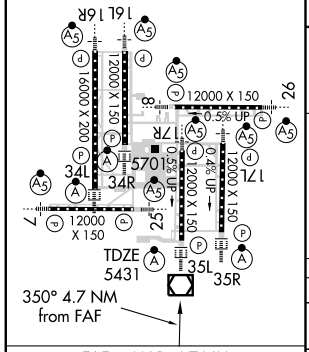
MISSED APPROACH: Climb to 10000, then right turn direct GLL VORTAC and hold.

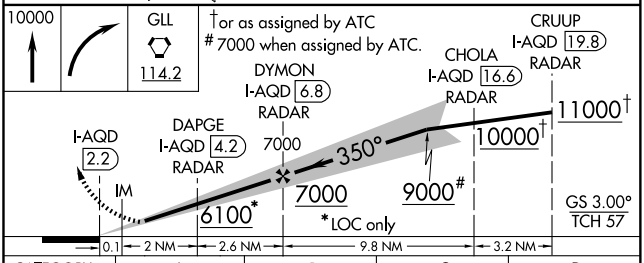
ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	133.3 322.45	121.85 377.1	118.75



RADAR REQUIRED

ELEV 5431 D
HIRL all Rwys
TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R
5559





FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
S-ILS 35L	5631/18 200 (200-½)			
S-LOC 35L**	5780/24 349 (400-½)			5780/40 349 (400-¾)
CIRCLING	NA			

SW-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-AQD	APP CRS	Rwy ldg	12000
108.5	350°	TDZE	5431
Chan 22		Apt Elev	5431

ILS RWY 35L (CAT II)
DENVER INTL (DEN)

Simultaneous approaches authorized with Rwy 34R and 35R.

ALSF-2

MISSED APPROACH: Climb to 10000, then right turn direct GLL VORTAC and hold.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	133.3 322.45	121.85 377.1	118.75

MISSED APCH FIX

025° 205° R-025

GILL

GLL 114.2 Chan 89

LOCALIZER 108.5 I-AQD Chan 22

DENVER 117.9 DEN Chan 126

5453 5516 5484 5434 IM 5519± 5579± 5719±

DYMON I-AQD 6.8 RADAR

7000 350° (9.8)

10 NM

CHOLA I-AQD 16.6 RADAR

CRUUP I-AQD 19.8 RADAR

10000† 350° (3.2) 170°

†or as assigned by ATC

MSA DEN 25 NM 9200

6566

RADAR REQUIRED

ELEV 5431 D

5559

16L 16R 7 26 8 17R 17L 34L 34R 25 35L 35R

12000 X 150 12000 X 150 12000 X 150 12000 X 150 12000 X 150 12000 X 150 12000 X 150 12000 X 150

0.5% UP 0.4% UP 0.5% UP

5701

TDZE 5431

HIRL all Rwys

TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R

10000 GLL 114.2

†or as assigned by ATC

#7000 when assigned by ATC.

DH RA 106

5431 MSL

IM

DYMON I-AQD 6.8 RADAR

7000

350°

7000

CHOLA I-AQD 16.6 RADAR

9000#

CRUUP I-AQD 19.8 RADAR

10000†

11000†

GS 3.00° TCH 57

1101' 862' 4.5 NM 9.8 NM 3.2 NM

CATEGORY	A	B	C	D
S-ILS 35L	RA 107/12 100 DA 5531			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-AQD	APP CRS	Rwy ldg	12000
108.5	350°	TDZE	5431
Chan 22		Apt Elev	5431

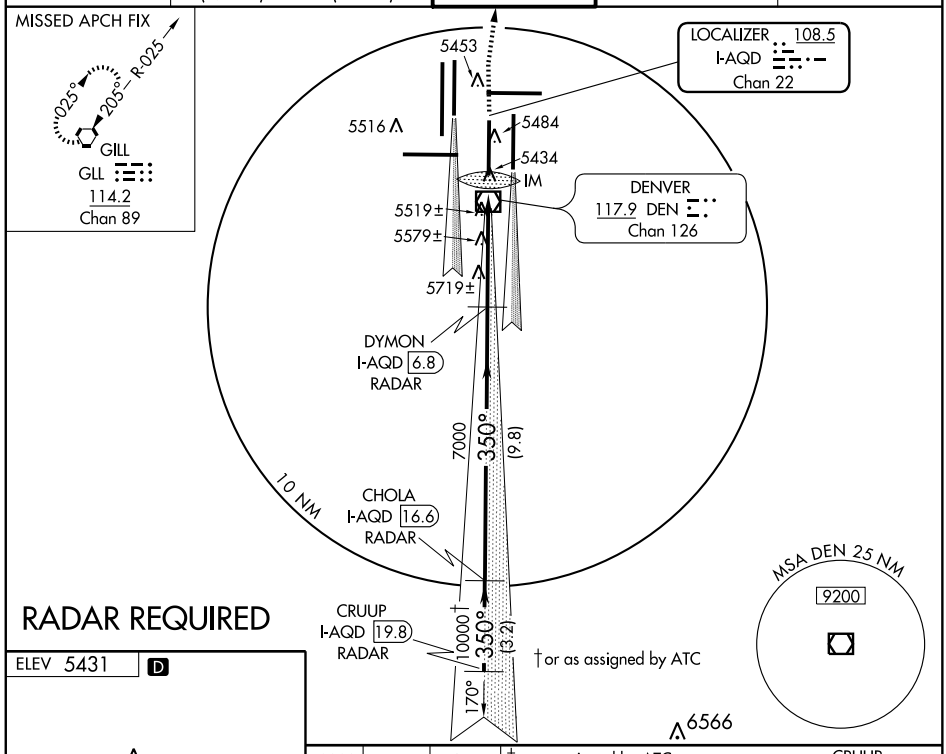
ILS RWY 35L (CAT III)
DENVER INTL (DEN)

Simultaneous approaches authorized with Rwy 34R and 35R.

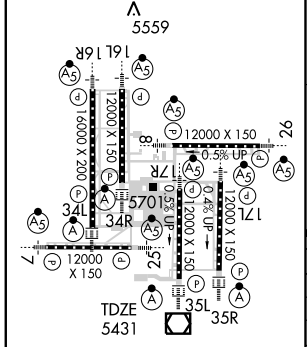
ALSF-2

MISSED APPROACH: Climb to 10000, then right turn direct GLL VORTAC and hold.

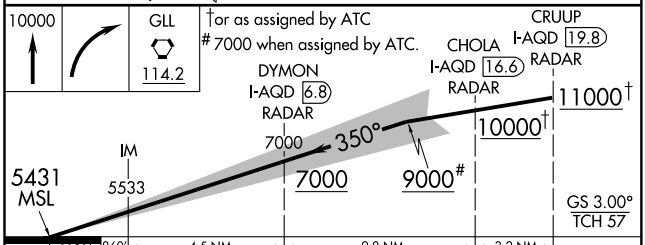
ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	133.3 322.45	121.85 377.1	118.75



ELEV 5431 D



HIRL all Rwys
TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R



CATEGORY	A	B	C	D
S-ILS 35L		CAT IIIa	RVR 07	
S-ILS 35L		CAT IIIb	RVR 03	
S-ILS 35L		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-DPP	APP CRS	Rwy ldg	12000
110.15	350°	TDZE	5367
Chan 38(Y)		Apt Elev	5431

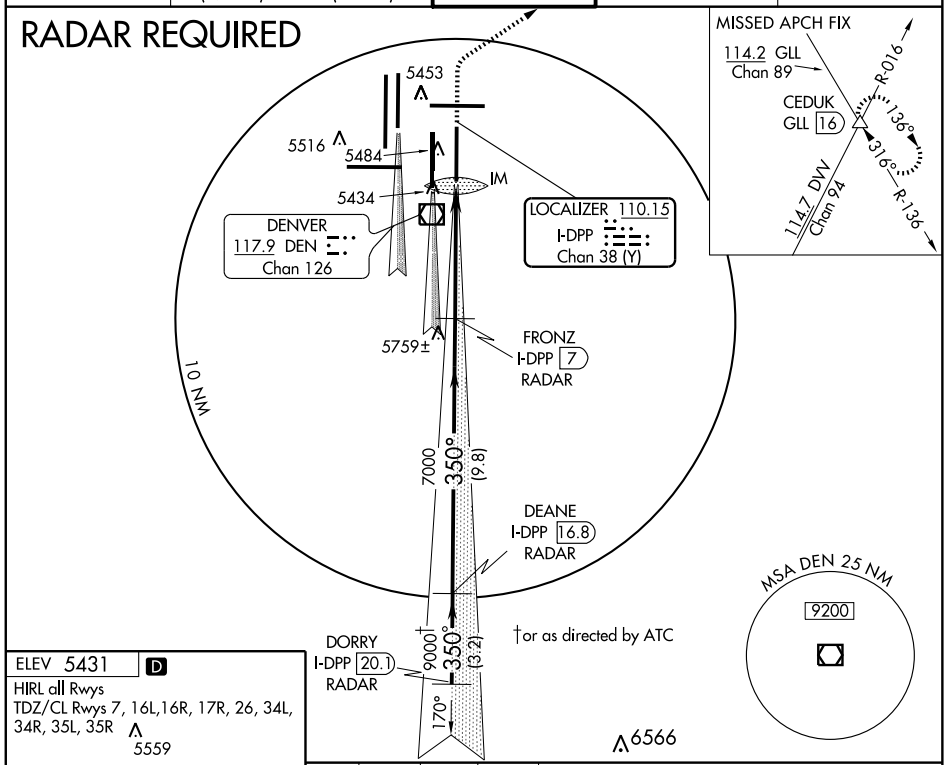
ILS RWY 35R
DENVER INTL (DEN)

*DME or RADAR required.
Simultaneous approaches authorized with Rwy 34R and Rwy 35L.
S-LOC minima not authorized during simultaneous operations.

ALSF-2

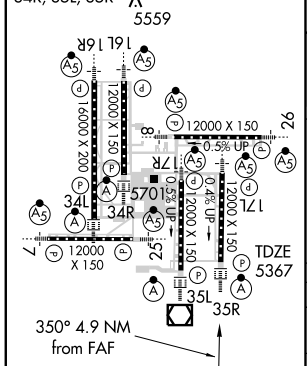
MISSED APPROACH: Climb to 5800, then climbing right turn to 10000 via 045° heading and GLL VORTAC R-136 to CEDUK INT/ GLL 16 DME and hold.

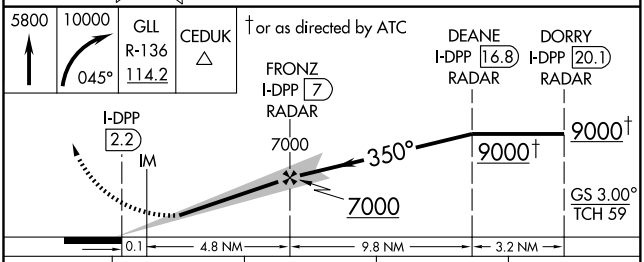
ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	124.3 256.85	121.85 377.1	118.75



ELEV 5431 D

HIRL all Rwys
TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R





CATEGORY	A	B	C	D
S-ILS 35R	5567/18 200 (200-½)			
S-LOC 35R*	5940/24 573 (600-½)		5940/50 573 (600-1)	5940/60 573 (600-1¼)
CIRCLING	NA			

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

LOC/DME I-DPP	APP CRS	Rwy ldg	12000
110.15	350°	TDZE	5367
Chan 38(Y)		Apt Elev	5431

ILS RWY 35R (CAT II)
DENVER INTL (DEN)

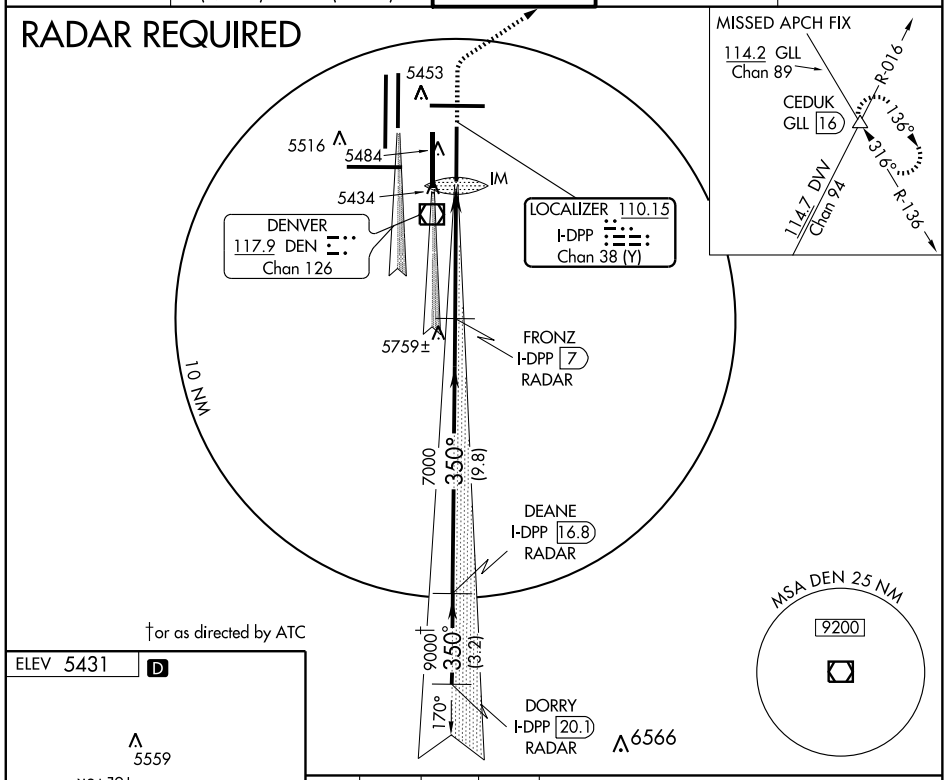
Simultaneous approaches authorized with Rwy 34R and Rwy 35L.

ALSF-2

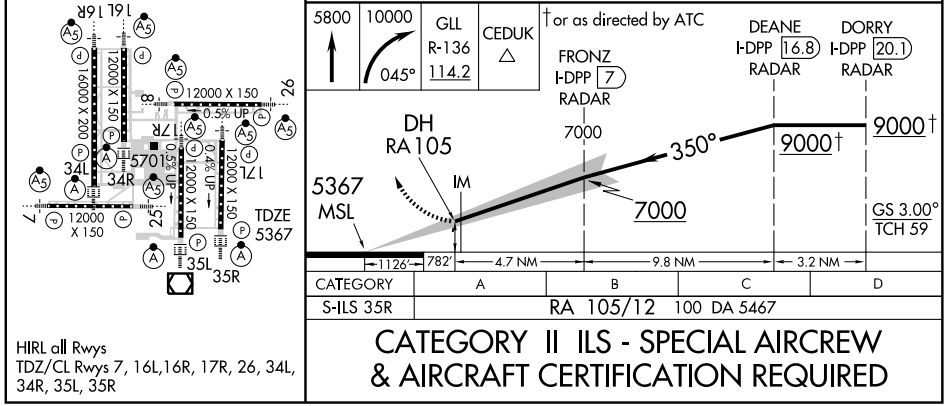
MISSED APPROACH: Climb to 5800, then climbing right turn to 10000 via 045° heading and GLL VORTAC R-136 to CEDUK INT/ GLL 16 DME and hold.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	124.3 256.85	121.85 377.1	118.75

RADAR REQUIRED



†or as directed by ATC



CATEGORY	A	B	C	D
S-ILS 35R	RA 105/12 100 DA 5467			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R

SW-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-DPP	APP CRS	Rwy ldg	12000
110.15	350°	TDZE	5367
Chan 38 (Y)		Apt Elev	5431

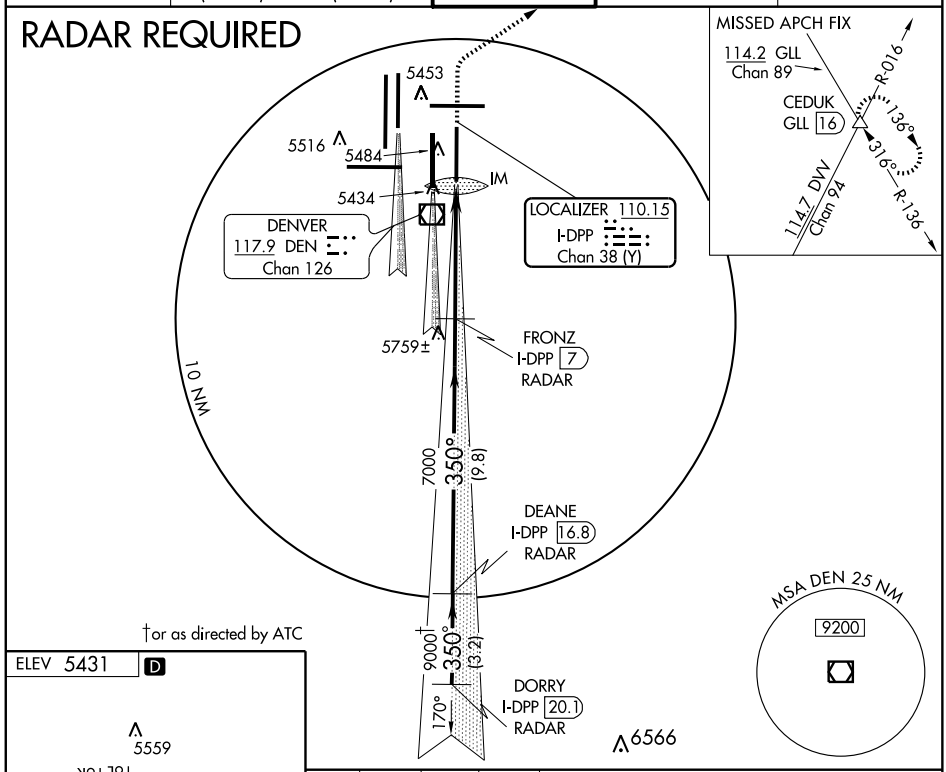
ILS RWY 35R (CAT III)
DENVER INTL (DEN)

Simultaneous approaches authorized with Rwy 34R and Rwy 35L.

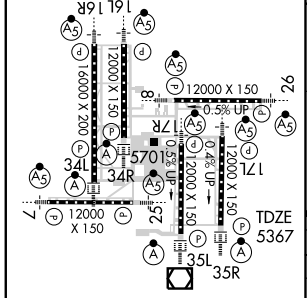
ALSF-2

MISSED APPROACH: Climb to 5800, then climbing right turn to 10000 via 045° heading and GLL VORTAC R-136 to CEDUK INT/ GLL 16 DME and hold.

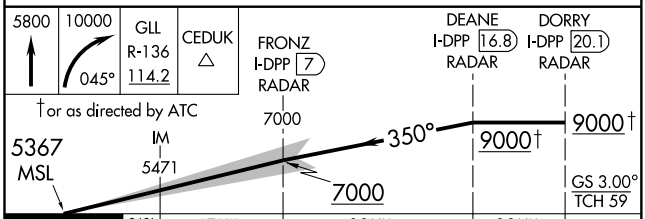
ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	124.3 256.85	121.85 377.1	118.75



ELEV 5431 D



HIRL all Rwys
TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R



CATEGORY	A	B	C	D
S-ILS 35R		CAT IIIa	RVR 07	
S-ILS 35R		CAT IIIb	RVR 03	
S-ILS 35R		CAT IIIc	NA	

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

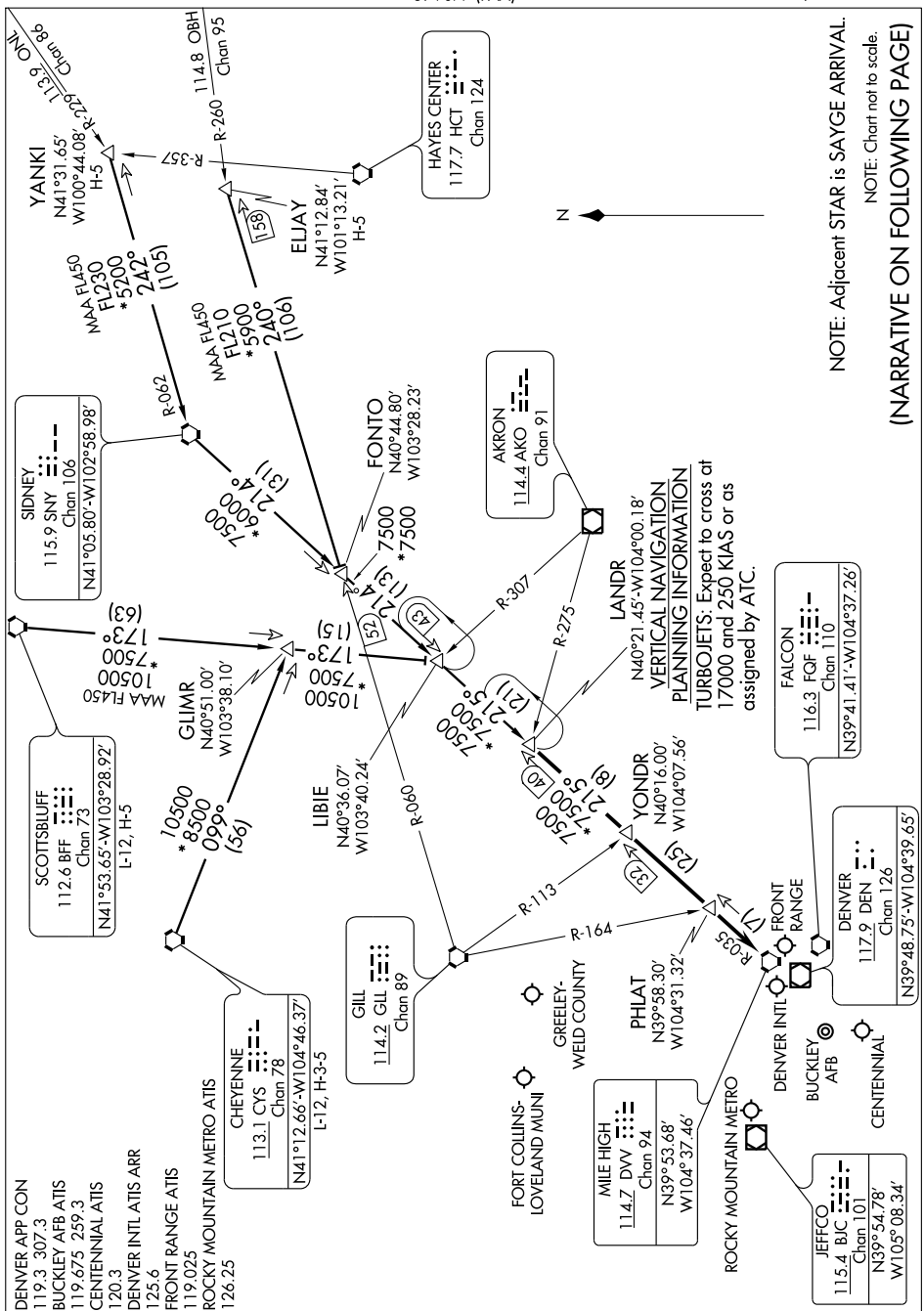
SW-1, 14 JAN 2010 to 11 FEB 2010

(LANDR.LANDR5) 07298

LANDR FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.LANDR5): From over CYS VORTAC via CYS R-099 and BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

ELJAY TRANSITION (ELJAY.LANDR5): From over ELJAY INT via GLL R-060 to FONTO INT, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

SCOTTSBLUFF TRANSITION (BFF.LANDR5): From over BFF VORTAC via BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

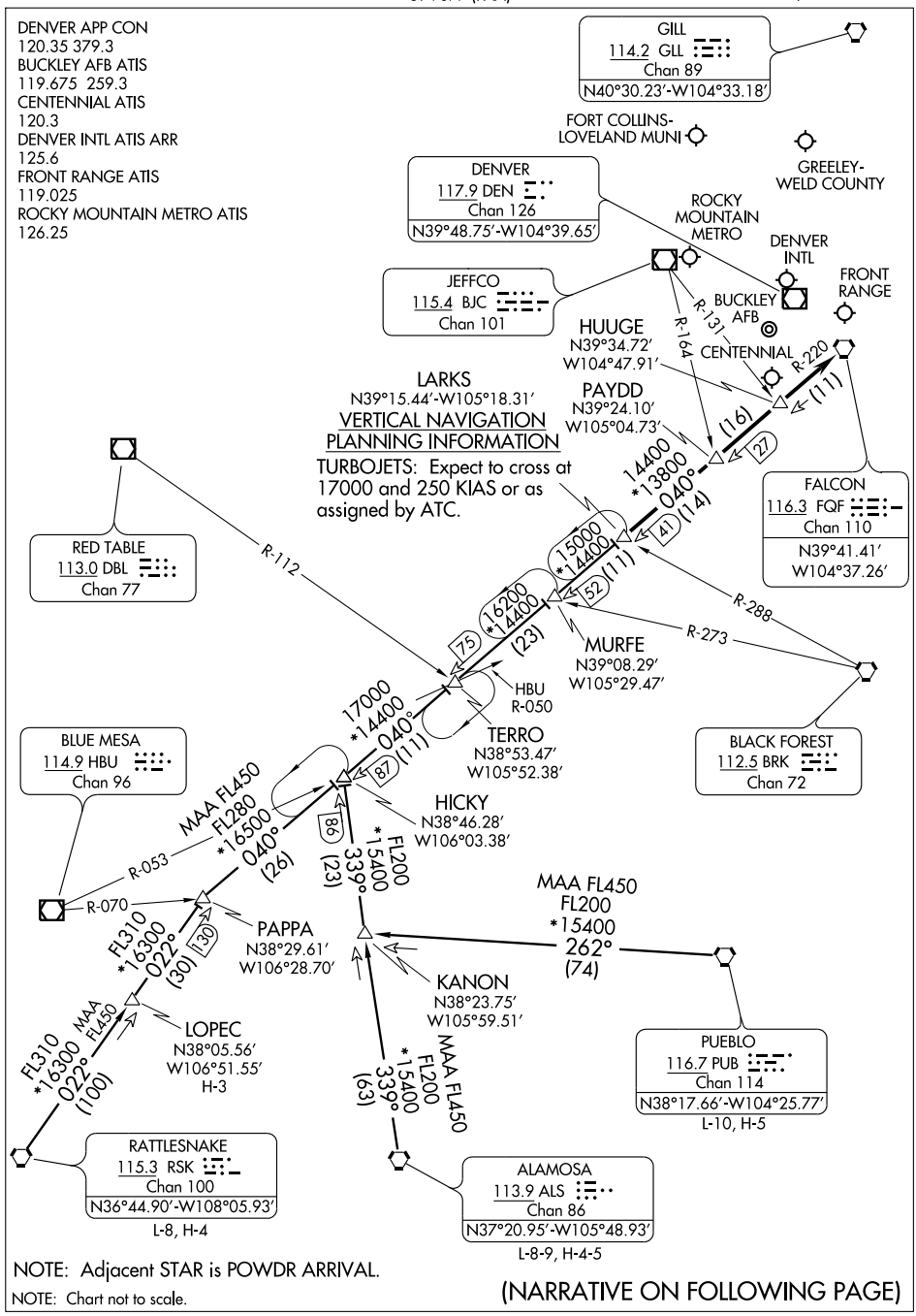
YANKI TRANSITION (YANKI.LANDR5): From over YANKI INT via SNY R-062 to SNY VORTAC, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

....From over LANDR INT via DVV R-035 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

LARKS SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



NOTE: Adjacent STAR is POWDR ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 14 JAN 2010 to 11 FEB 2010

LARKS SIX ARRIVAL

ARRIVAL DESCRIPTION

ALAMOSA TRANSITION (ALS.LARKS6): From over ALS VORTAC via ALS R-339 and FQF R-220 to LARKS INT. Thence....

LOPEC TRANSITION (LOPEC.LARKS6): From over LOPEC INT via RSK R-022 and FQF R-220 to LARKS INT. Thence....

PUEBLO TRANSITION (PUB.LARKS6): From over PUB VORTAC via PUB R-262 to KANON INT; then via ALS R-339 and FQF R-220 to LARKS INT. Thence....

RATTLESNAKE TRANSITION (RSK.LARKS6): From over RSK VORTAC via RSK R-022 and FQF R-220 to LARKS INT. Thence....

....From over LARKS INT via FQF R-220 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

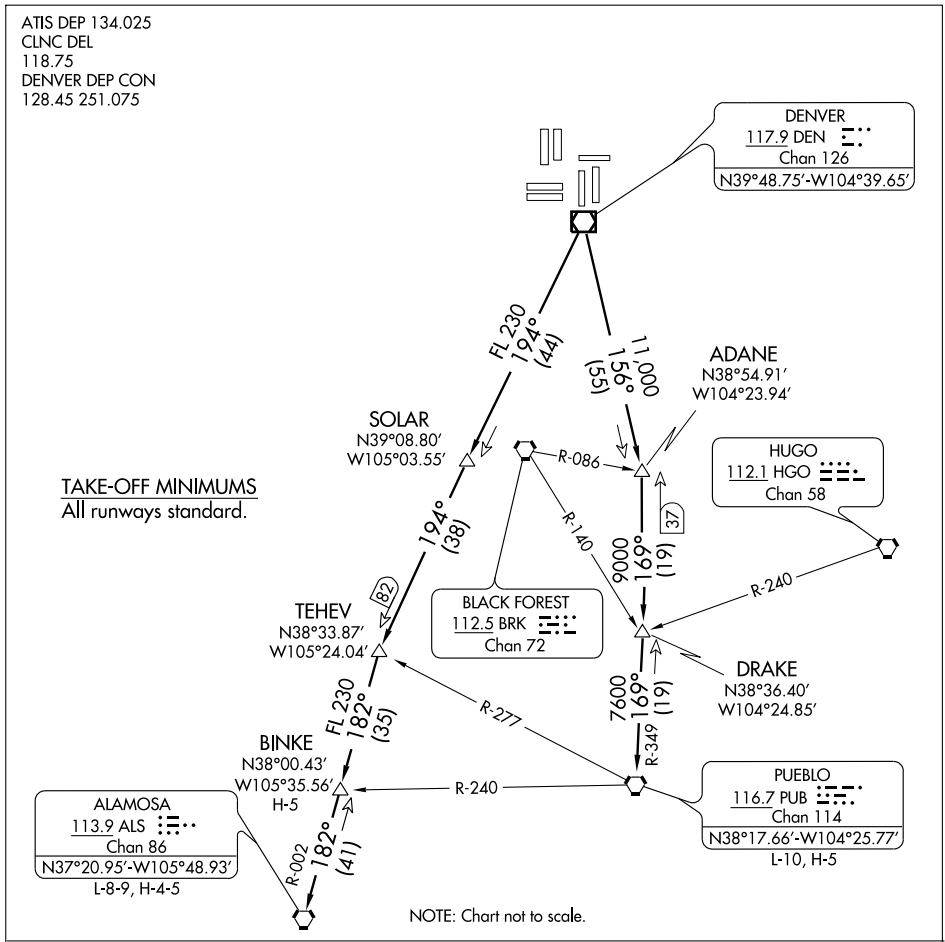
SW-1. 14 JAN 2010 to 11 FEB 2010

PIKES FOUR DEPARTURE

SL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO

ATIS DEP 134.025
CLNC DEL
118.75
DENVER DEP CON
128.45 251.075



TAKE-OFF MINIMUMS
All runways standard.

DEPARTURE ROUTE DESCRIPTION

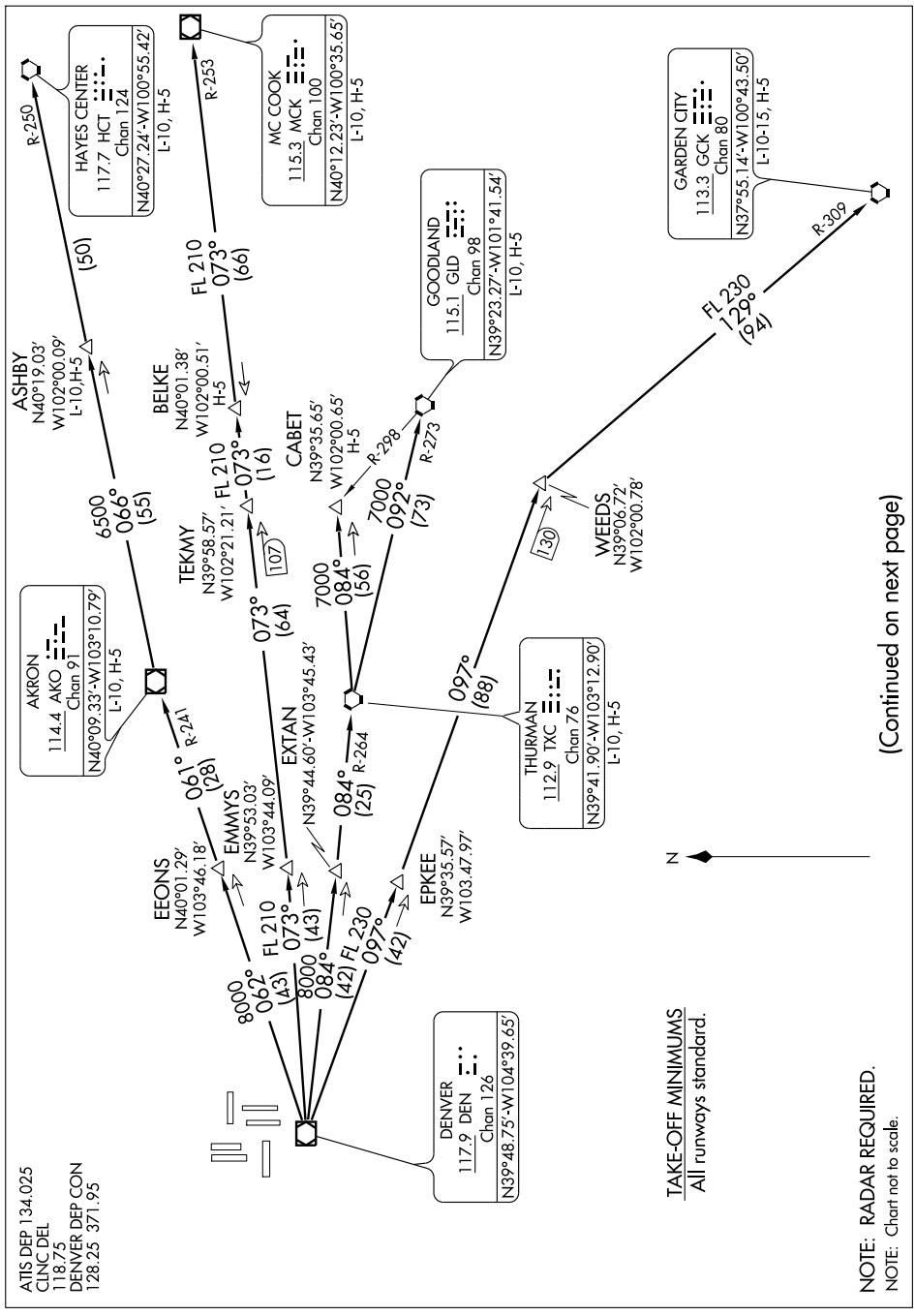
Fly assigned heading for radar vectors to assigned transition. Maintain 10,000 feet or **ATC assigned lower altitude**. Expect filed altitude 10 minutes after departure.
LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.
ALAMOSA TRANSITION (PIKES4.ALS): From over DEN VOR/DME via DEN R-194 and ALS R-002 to ALS VORTAC.
BINKE TRANSITION (PIKES4.BINKE): From over DEN VOR/DME via DEN R-194 and ALS R-002 to BINKE INT.
PUEBLO TRANSITION (PIKES4.PUB): From over DEN VOR/DME via DEN R-156 and PUB R-349 to PUB VORTAC.

SW-1, 14 JAN 2010 to 11 FEB 2010

PLAINS FOUR DEPARTURE

SL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO



(Continued on next page)

TAKE-OFF MINIMUMS
All runways standard.

NOTE: RADAR REQUIRED.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

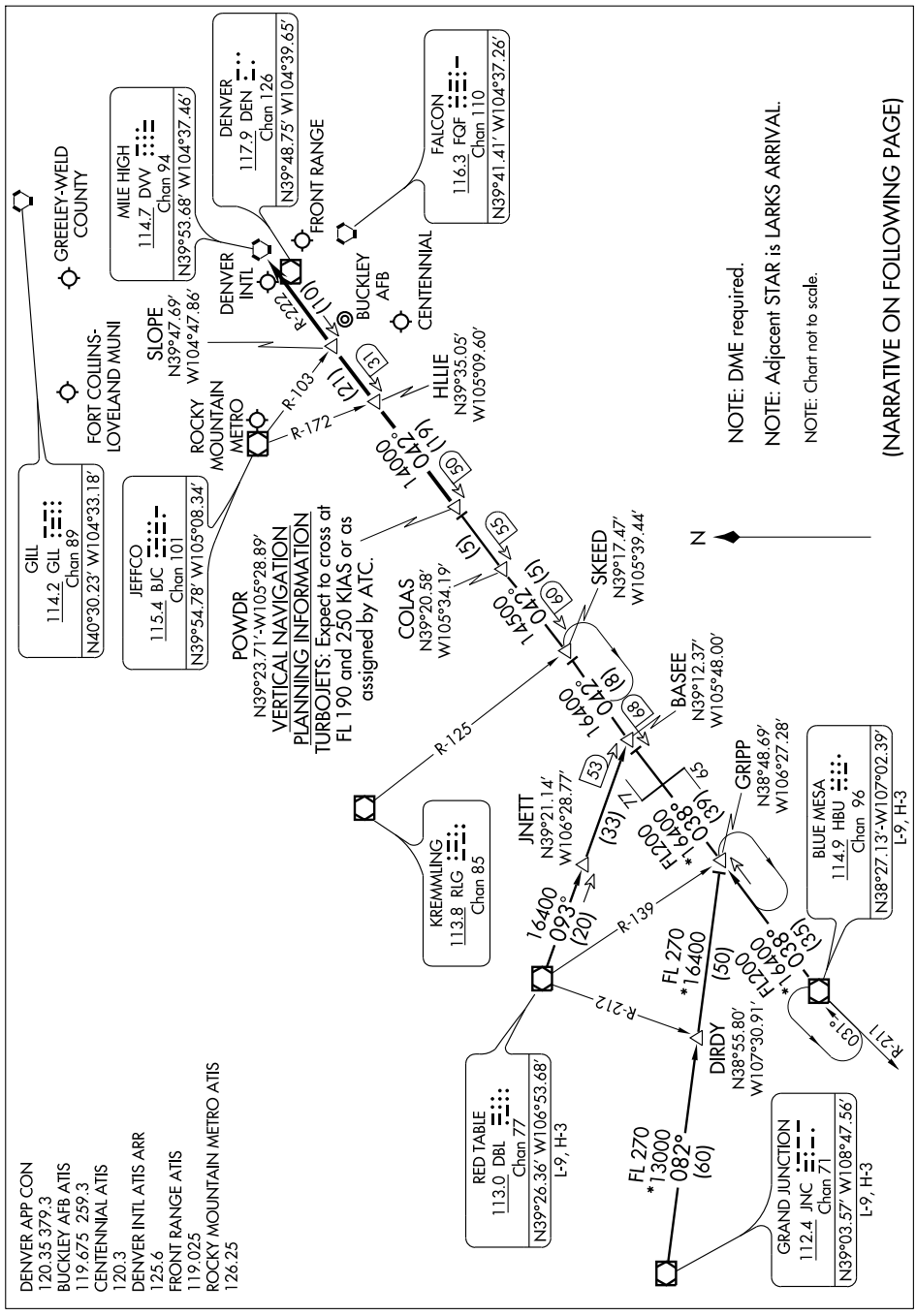
Fly assigned heading for radar vectors to assigned transition. Maintain 10,000 feet or **ATC assigned lower altitude**. Expect filed altitude 10 minutes after departure.
LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7,000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.
AKRON TRANSITION (PLAIN4.AKO): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME.
ASHBY TRANSITION (PLAIN4.ASHBY): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to ASHBY INT.
BELKE TRANSITION (PLAIN4.BELKE): From over DEN VOR/DME via DEN R-073 and MCK R-253 to BELKE INT.
CABET TRANSITION (PLAIN4.CABET): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-084 to CABET INT.
GARDEN CITY TRANSITION (PLAIN4.GCK): From over DEN VOR/DME via DEN R-097 and GCK R-309 to GCK VORTAC.
GOODLAND TRANSITION (PLAIN4.GLD): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-092 and GLD R-273 to GLD VORTAC.
HAYES CENTER TRANSITION (PLAIN4.HCT): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to HCT VORTAC.
MCCOOK TRANSITION (PLAIN4.MCK): From over DEN VOR/DME via DEN R-073 and MCK R-253 to MCK VOR/DME.
THURMAN TRANSITION (PLAIN4.TXC): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC.
WEEDS TRANSITION (PLAIN4.WEEDS): From over DEN VOR/DME via DEN R-097 to WEEDS INT.

SW-1. 14 JAN 2010 to 11 FEB 2010

POWDR SEVEN ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



POWDR SEVEN ARRIVAL

ARRIVAL DESCRIPTION

BLUE MESA TRANSITION (HBU.POWDR7): From over HBU VOR/DME via HBU R-038 and DVV R-222 to POWDR INT. Thence....

GRAND JUNCTION TRANSITION (JNC.POWDR7): From over JNC VORTAC via JNC R-082 to GRIPP INT; then via HBU R-038 and DVV R-222 to POWDR INT. Thence....

RED TABLE TRANSITION (DBL.POWDR7): From over DBL VOR/DME via DBL R-093 and DVV R-222 to POWDR INT. Thence....

....from over POWDR INT via DVV VORTAC R-222 to HLLIE, then via DVV VORTAC R-222 to SLOPE, then via DVV VORTAC R-222 to DVV. Expect radar vectors to the final approach course at or before DVV VORTAC.

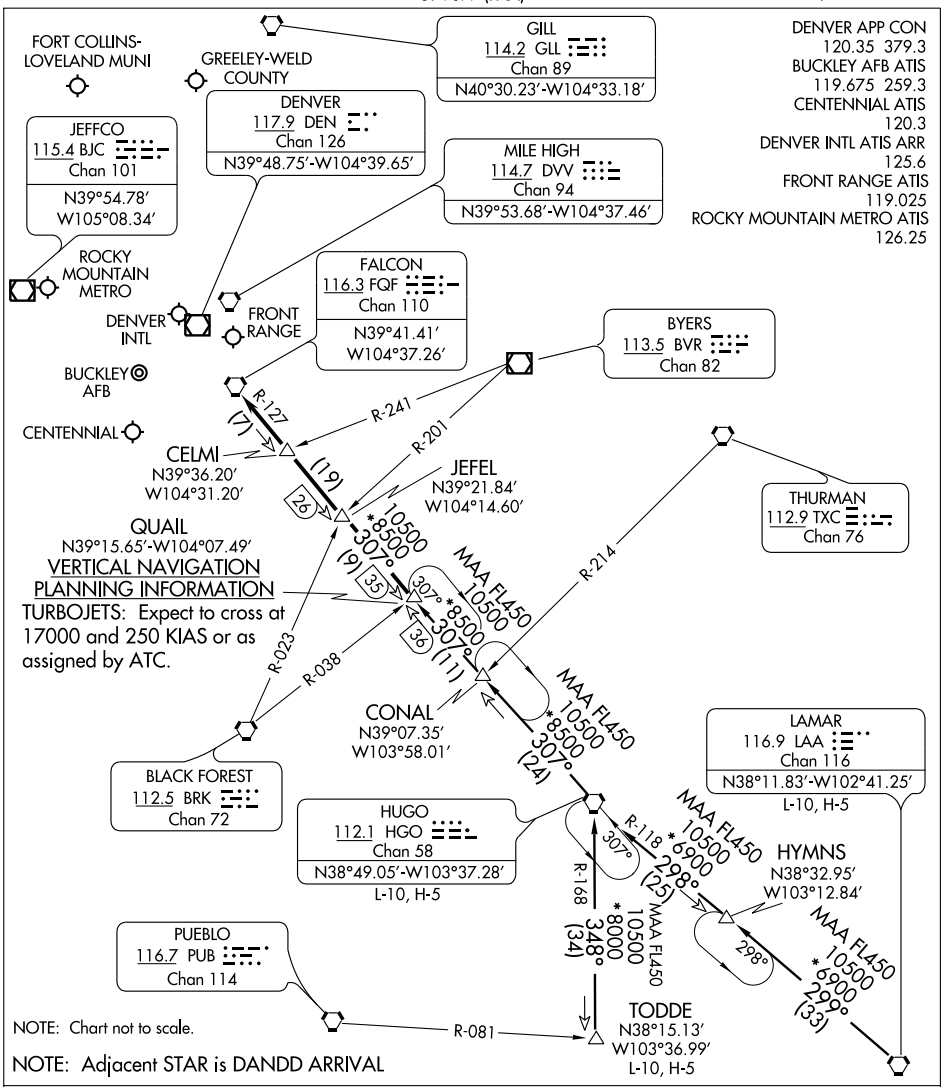
SW-1. 14 JAN 2010 to 11 FEB 2010

(QUAIL.QUAIL6) 09127

QUAIL SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



HUGO TRANSITION (HGO.QUAIL6): From over HGO VORTAC via HGO R-307 to CONAL INT; then via 306° course to QUAIL INT. Thence....

LAMAR TRANSITION (LAA.QUAIL6): From over LAA VORTAC via LAA R-299 to HYMNS INT; then via 298° course to HGO VORTAC; then via HGO R-307 to CONAL INT then via 306° course to to QUAIL INT. Thence....

TODDE TRANSITION (TODDE.QUAIL6): From over TODDE INT via HGO R-168 to HGO VORTAC; then via HGO R-307 to QUAIL INT. Thence....

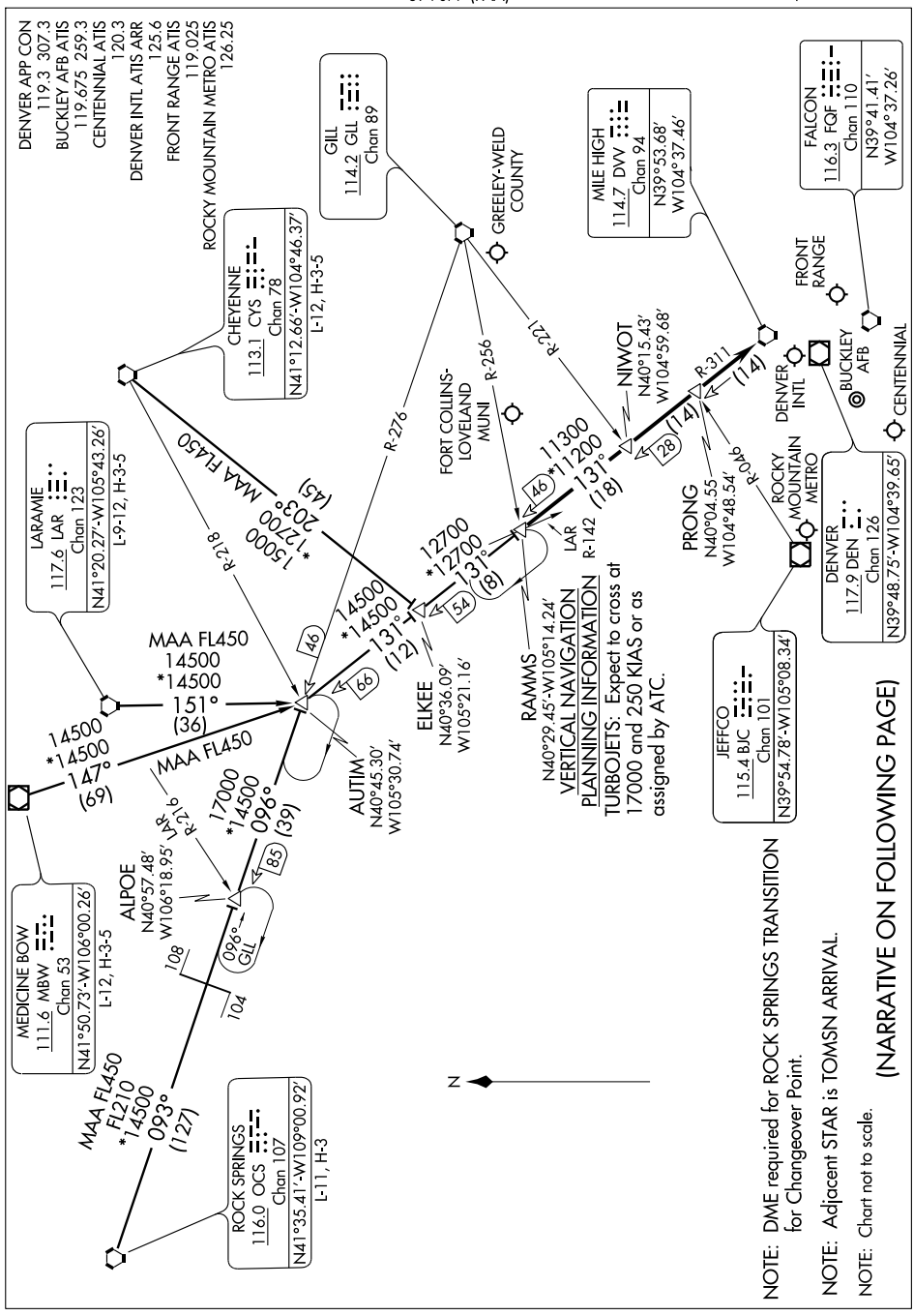
....From over QUAIL INT via HGO R-307 and FQF R-127 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1. 14 JAN 2010 to 11 FEB 2010

RAMMS FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



NOTE: DME required for ROCK SPRINGS TRANSITION for Changeover Point.

NOTE: Adjacent STAR is TOMSN ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.RAMMS5): From over CYS VORTAC via CYS R-203 and DVV R-311 to RAMMS INT. Thence....

LARAMIE TRANSITION (LAR.RAMMS5): From over LAR VORTAC via LAR R-151 and DVV R-311 to RAMMS INT. Thence....

MEDICINE BOW TRANSITION (MBW.RAMMS5): From over MBW VOR/DME via MBW R-147 and DVV R-311 to RAMMS INT. Thence....

ROCK SPRINGS TRANSITION (OCS.RAMMS5): From over OCS VORTAC via OCS R-093 and GLL R-276 to AUTIM INT, then via DVV R-311 to RAMMS INT. Thence....

....From over RAMMS INT via DVV R-311 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	12000
079°	TDZE	5348
	Apt Elev	5431

RNAV (GPS) RWY 7
DENVER INTL (DEN)

NA

GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA. Baro/VNAV NA below -25°C (-13°F). For inoperative MALSR increase LNAV Cat D visibility to RVR 6000.

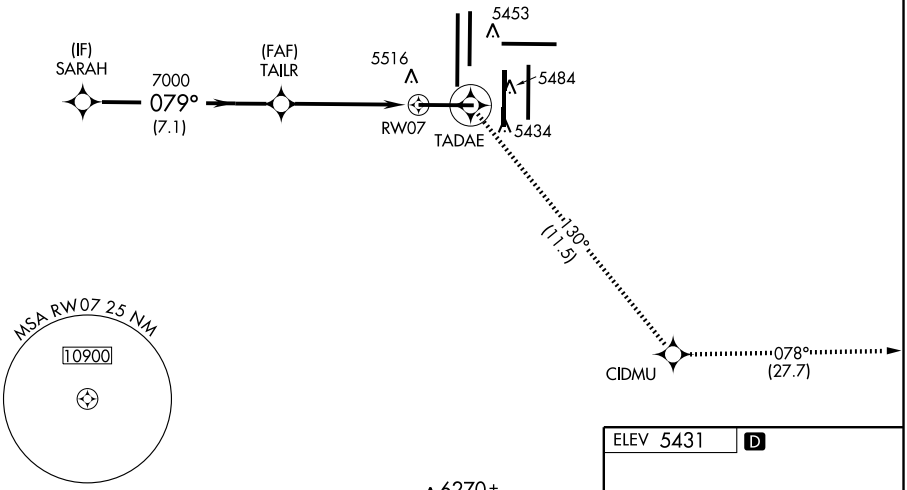
MALSR

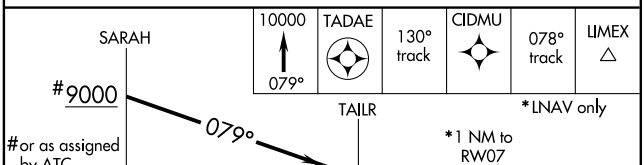
MISSED APPROACH: Climb to 10000 via 079° course to TADAE WP then 130° track to CIDMU WP then 078° track to LIMEX WP and hold.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	132.35 273.55	127.5 379.175	118.75

RADAR REQUIRED

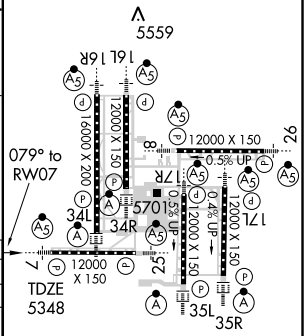
MISSED APCH FIX





CATEGORY	A	B	C	D
GLS/PA DA	NA			
LNAV/VNAV DA	5740/40 392 (400-¾)			
LNAV MDA	5740/24 392 (400-½)			5740/50 392 (400-1)
CIRCLING	NA			

ELEV 5431 D



HIRL all Rwys
TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R

SW-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	12000
079°	TDZE	5351
	Apt Elev	5431

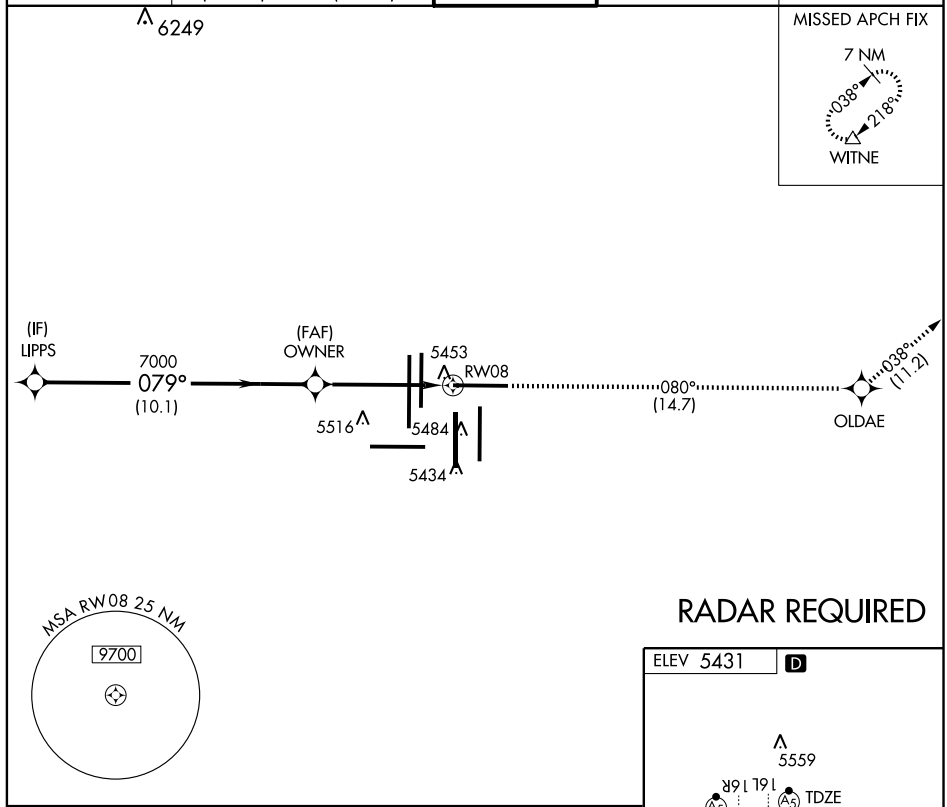
RNAV (GPS) RWY 8
DENVER INTL (DEN)

NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

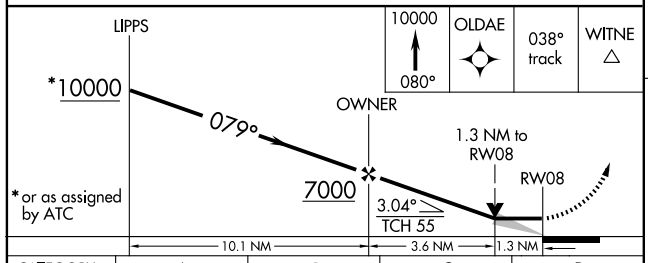
MALSR

MISSED APPROACH: Climb to 10000 via 080° course to OLDAE WP then 038° track to WITNE WP and hold.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	124.3 256.85	121.85 377.1	118.75

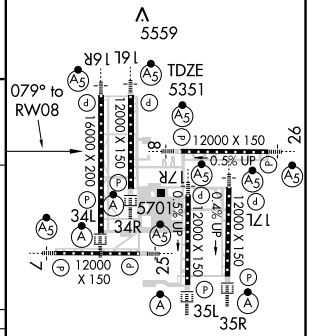


RADAR REQUIRED



CATEGORY	A	B	C	D
LNAV MDA	5820/24 469 (400-½)		5820/40 469 (400-¾)	5820/50 469 (400-1)
CIRCLING	NA			

ELEV 5431 D



HIRL all Rwys
TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R

SW-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	12000
170°	TDZE	5354
	Apt Elev	5431

RNAV (GPS) RWY 16L
DENVER INTL (DEN)

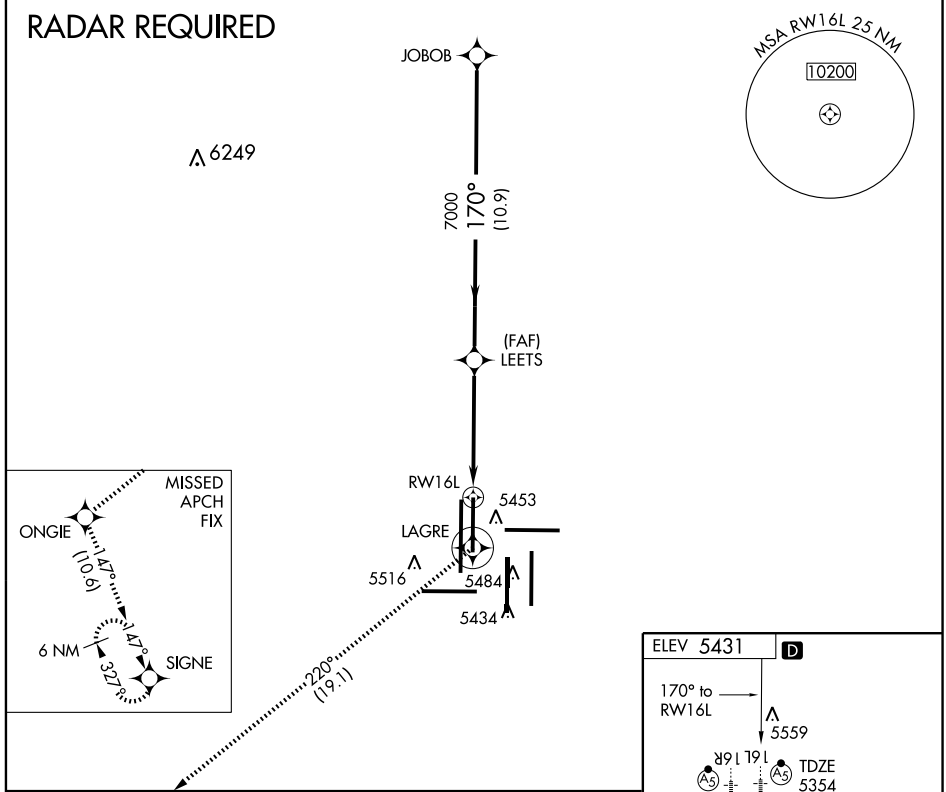
T A NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MALSR A5

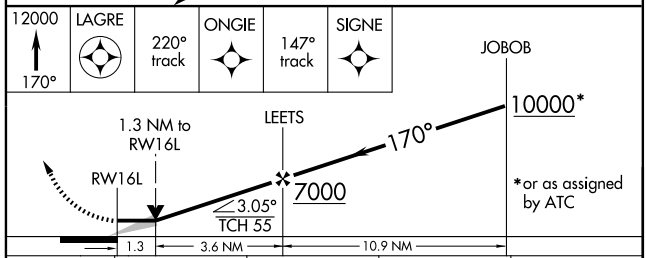
MISSED APPROACH: Climb to 12000 via 170° course to LAGRE WP, then 220° track to ONGIE WP, then 147° track to SIGNE WP and hold.

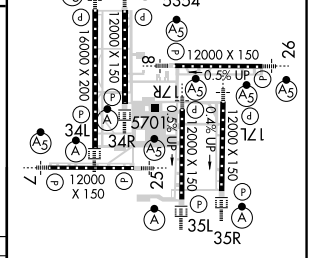
ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	135.3 351.95	127.5 379.175	118.75

RADAR REQUIRED



12000 170°	LAGRE	220° track	ONGIE	147° track	SIGNE





CATEGORY	A	B	C	D
LNAV MDA	5820/24 466 (400-½)		5820/40 466 (400-¾)	5820/50 466 (400-1)
CIRCLING	NA			

HIRL all Rwys
TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R

APP CRS	Rwy ldg	16000
170°	TDZE	5323
	Apt Elev	5431

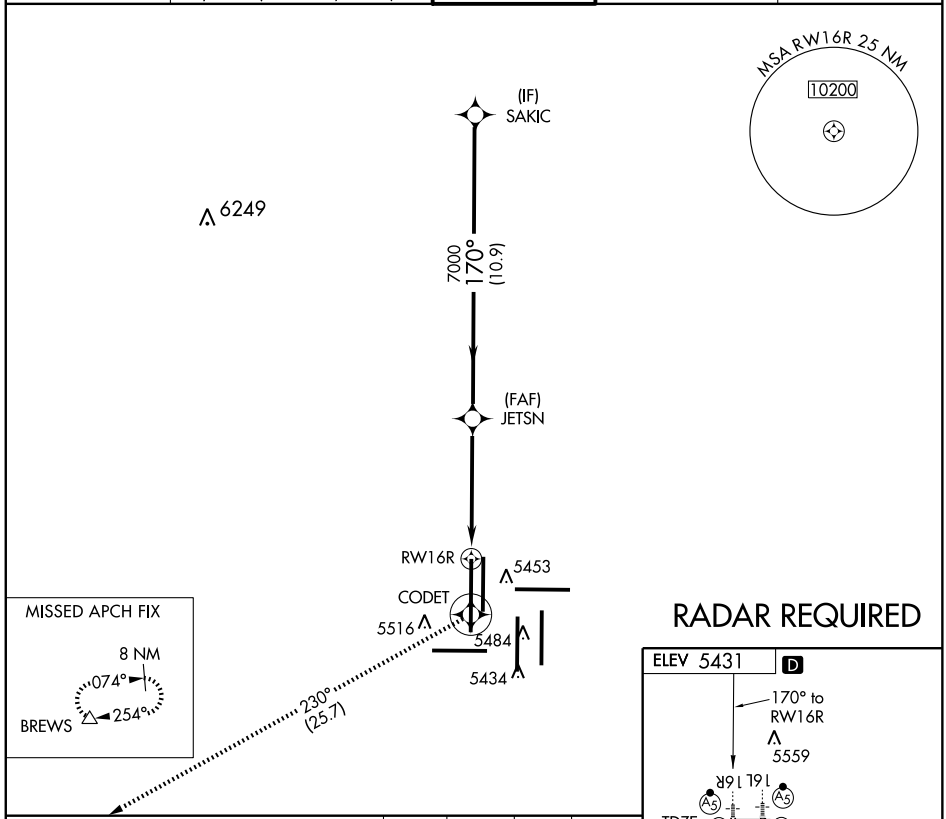
RNAV (GPS) RWY 16R
DENVER INTL (DEN)

T A NA — GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

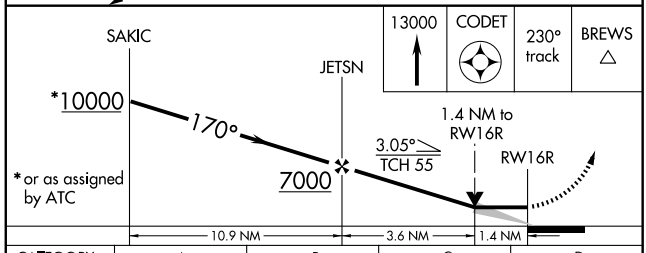
MALSR

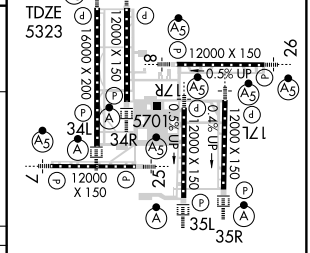
MISSED APPROACH: Climb to 13000 direct CODET WP and via 230° track to BREWS WP and hold.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	135.3 351.95	127.5 379.175	118.75



RADAR REQUIRED





HIRL all Rwys
TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R

CATEGORY	A	B	C	D
LNAV MDA	5820/24 497 (400-½)		5820/40 497 (400-¾)	5820/50 497 (400-1)
CIRCLING	NA			

APP CRS	Rwy ldg	12000
170°	TDZE	5335
	Apt Elev	5431

RNAV (GPS) RWY 17L
DENVER INTL (DEN)

T NA

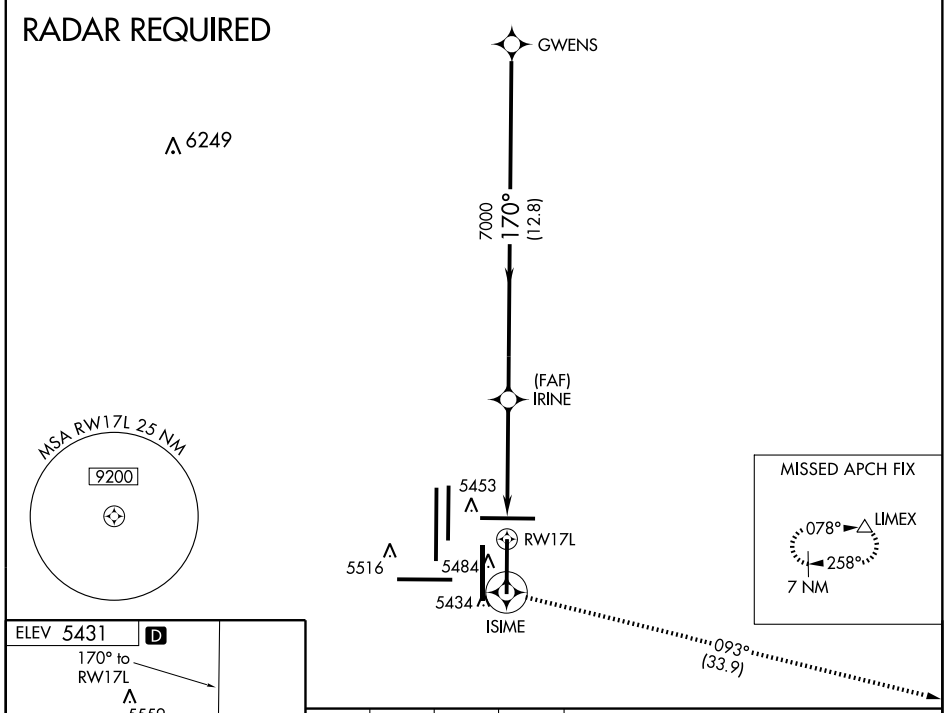
GPS or RNP-0.3 required. DME/DME RNP- 0.3 NA.
Baro-VNAV NA below -25°C (-13°F).
For inoperative MALSR increase LNAV CAT D visibility to RVR 6000.

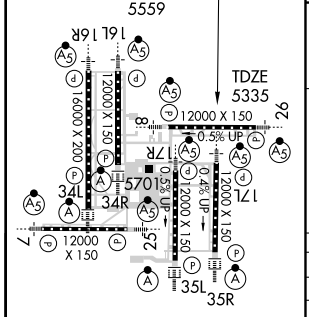
MALSR A5

MISSED APPROACH: Climb to 10000 via 170° course to ISIME WP, then via 093° track to LIMEX WP and hold.

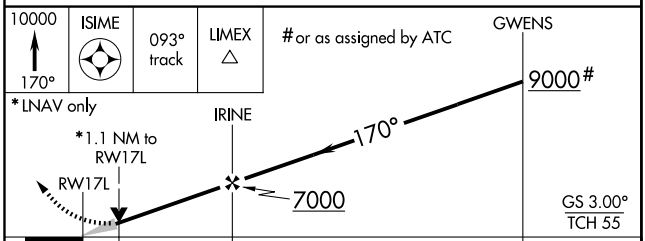
ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	124.3 256.85	121.85 377.1	118.75

RADAR REQUIRED





HIRL all Rwys
TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	5700/40 365 (300-¾)			
LNAV MDA	5720/24 385 (300-½)			5720/50 385 (300-1)
CIRCLING	NA			

SW-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	12000
170°	TDZE	5388
	Apt Elev	5431

RNAV (GPS) RWY 17R
DENVER INTL (DEN)

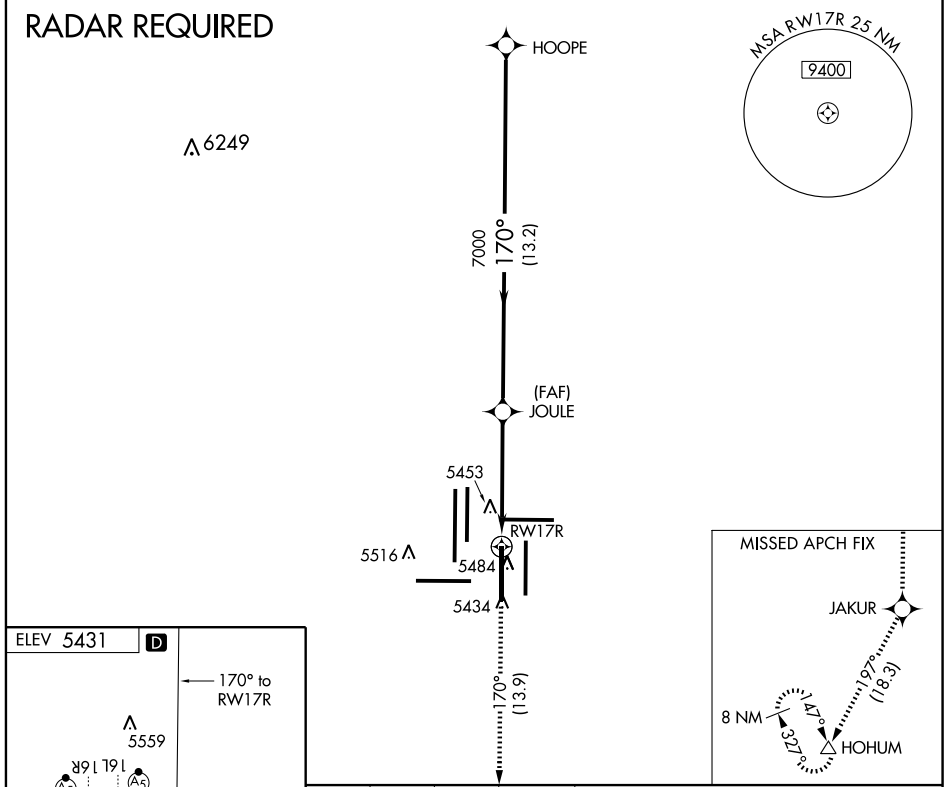
NA GPS or RNP-0.3 required. DME/DME RNP- 0.3 NA.

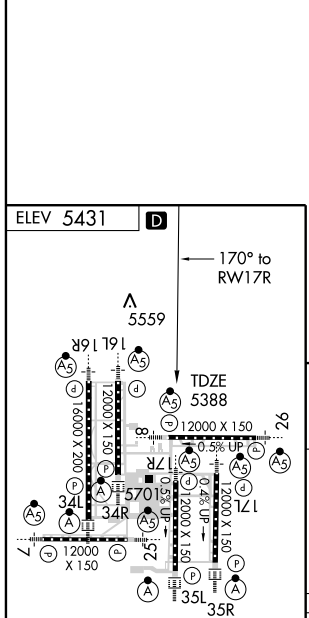
MALSR

MISSED APPROACH: Climb to 10000 via 170° course to JAKUR WP, then via 197° track to HOHUM WP and hold.

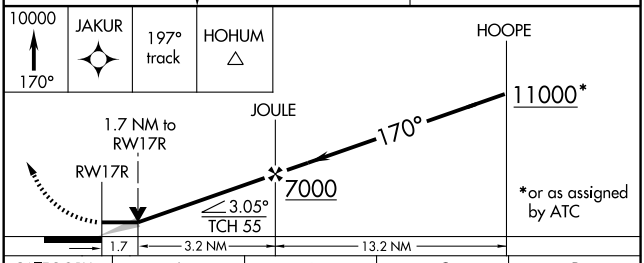
ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	133.3 322.45	121.85 377.1	118.75

RADAR REQUIRED





HIRL all Rwys
TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R



CATEGORY	A	B	C	D
LNAV MDA	5920/24	532 (500-½)	5920/50 532 (500-1)	5920/60 532 (500-1¼)
CIRCLING	NA			

APP CRS	Rwy ldg	12000
260°	TDZE	5352
	Apt Elev	5431

RNAV (GPS) RWY 25
DENVER INTL (DEN)

DME/DME RNP-0.3 NA.

MALSR

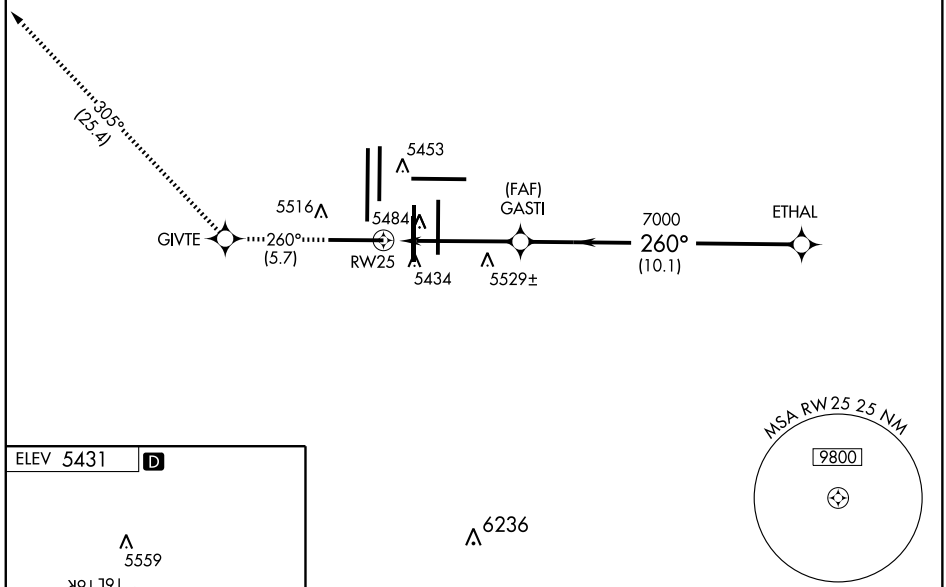
MISSED APPROACH: Climb to 12000 via 260° course to GIVTE WP, then via 305° track to HYGEN WP and hold.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	132.35 273.55	127.5 379.175	118.75

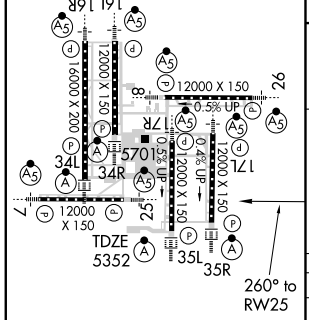
MISSED APCH FIX

HYGEN 126° 306° 7 NM

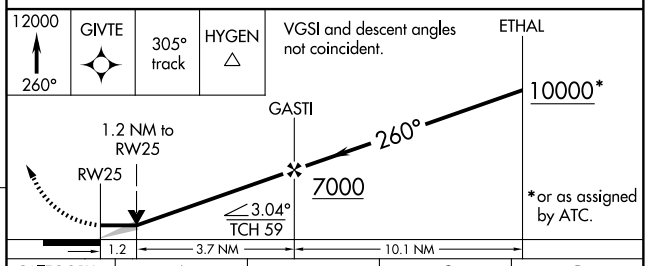
RADAR REQUIRED



ELEV 5431 D



HIRL all Rwys
TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R



CATEGORY	A	B	C	D
LNAV MDA	5780/24 428 (400-½)		5780/40 428 (400-¾)	5780/50 428 (400-1)
CIRCLING	NA			

SW-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	12000
260°	TDZE	5306
	Apt Elev	5431

RNAV (GPS) RWY 26
DENVER INTL (DEN)

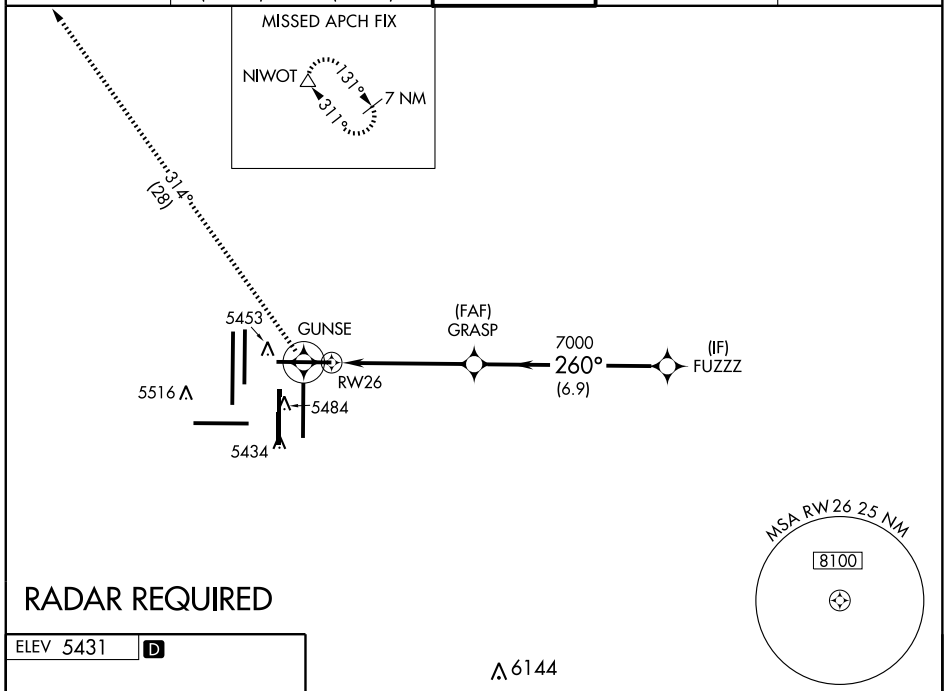
T NA

GPS or RNP-0.3 required. DME/DME RNP- 0.3 NA. Baro/VNAV NA below -25°C (-13°F). For inoperative MALSR increase LNAV/VNAV Cat D visibility to RVR 5000.

MALSR A5

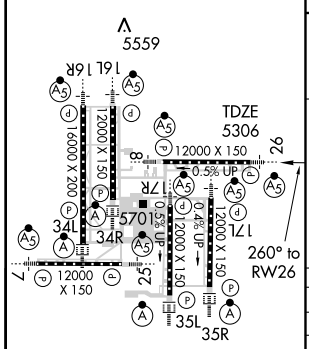
MISSED APPROACH: Climb to 11000 via 260° course to GUNSE WP, then via 314° track to NIWOT WP and hold.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	124.3 256.85	121.85 377.1	118.75



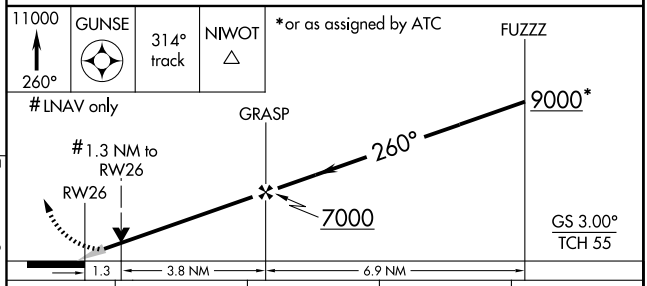
RADAR REQUIRED

ELEV 5431 D



HIRL all Rwys
TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R

6144



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	5580/24 274 (200-½)			5580/40 274 (200-¾)
LNAV MDA	5760/24 454 (400-½)		5760/40 454 (400-¾)	5760/50 454 (400-1)
CIRCLING	NA			

SW-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	16000
350°	TDZE	5324
	Apt Elev	5431

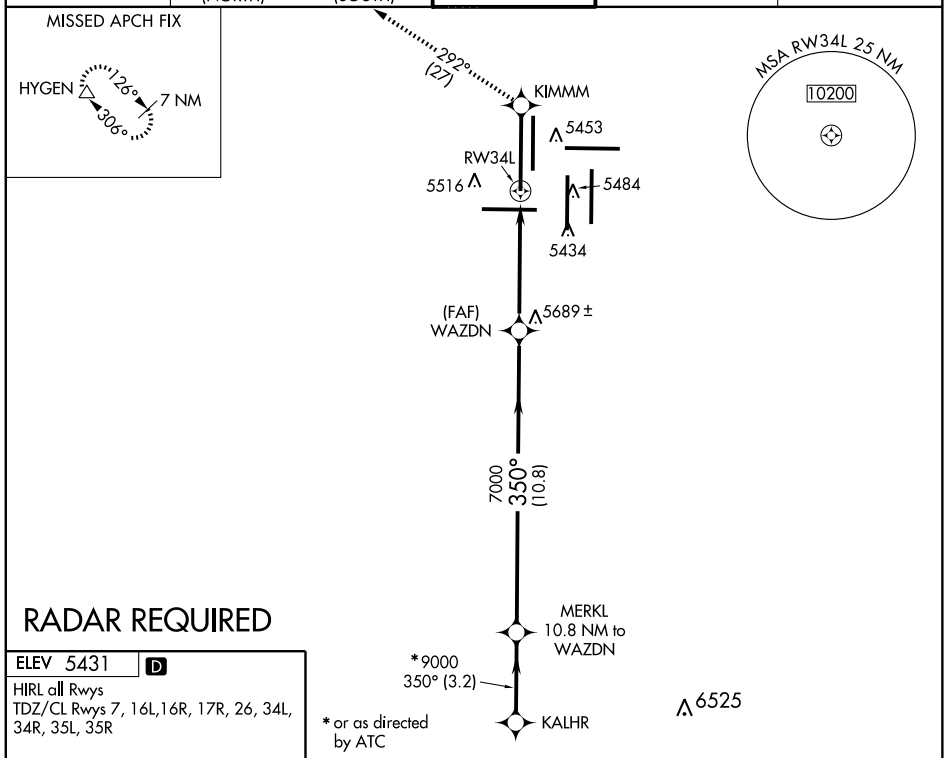
RNAV (GPS) RWY 34L
DENVER INTL (DEN)

T Baro-VNAV NA below -25°C (-13°F)
NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 12000 direct KIMMM WP and via 292° track to HYGEN WP and hold.

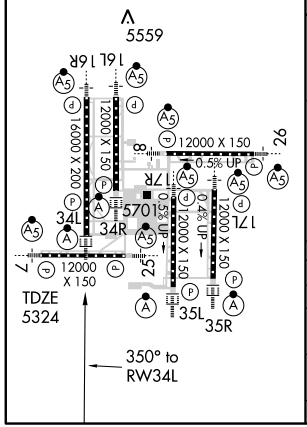
ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	135.3 351.95	127.5 379.175	118.75

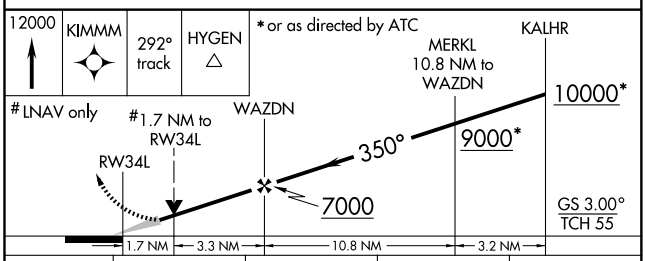


RADAR REQUIRED

ELEV 5431 D

HIRL all Rwys
TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	5780/50 456 (400-1)			
LNAV MDA	5940/24 616 (600-½)		5940/60 616 (600-1¼)	5940-1½ 616 (600-1½)
CIRCLING	NA			

SW-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	12000
350°	TDZE	5351
	Apt Elev	5431

RNAV (GPS) RWY 34R
DENVER INTL (DEN)

T NA — GPS or RNP-0.3 required. DME/DME RNP- 0.3 NA. Baro-VNAV NA below -25°C (-13°F).

ALSF-2

MISSED APPROACH: Climb to 12000 via 350° course to CALTI WP, then climbing left turn direct HYGEN WP and hold.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	135.3 351.95	127.5 379.175	118.75

MISSED APCH FIX

HYGEN 120° 300° 7 NM

RADAR REQUIRED

CALTI 5453 5484 RW34R 5516 5434

(FAF) CORDE 5699±

7000 350° (11.7)

* or as assigned by ATC

BENGL 11.7 NM to CORDE

*9000 350° (3.2)

BOOBU

6525

MSA RW34R 25 NM 10200

ELEV 5431 D

HIRL all Rwys

TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R

5559 16L 16R 12000 X 150 16000 X 200 8 12000 X 150 26 0.5% UP 17R 5701 0.4% UP 17L 34L 34R 12000 X 150 7 12000 X 150 25 35L 35R TDZ 5351

350° to RW34R

12000 350° CALTI HYGEN

VGSI and descent angles not coincident.

BOOBU BENGL 11.7 NM to CORDE 10000* 9000* 350° CORDE

#LNAV only

#1.7 NM to RW34R

RW34R 7000

*or as assigned by ATC

GS 3.00° TCH 59

1.7 3.2 NM 11.7 NM 3.2 NM

CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	5920-1½ 569 (500-1½)			
LNAV MDA	5940/24 589 (600-½)		5940/50 589 (600-1)	5940/60 589 (600-1¼)
CIRCLING	NA			

APP CRS	Rwy ldg	12000
350°	TDZE	5431
	Apt Elev	5431

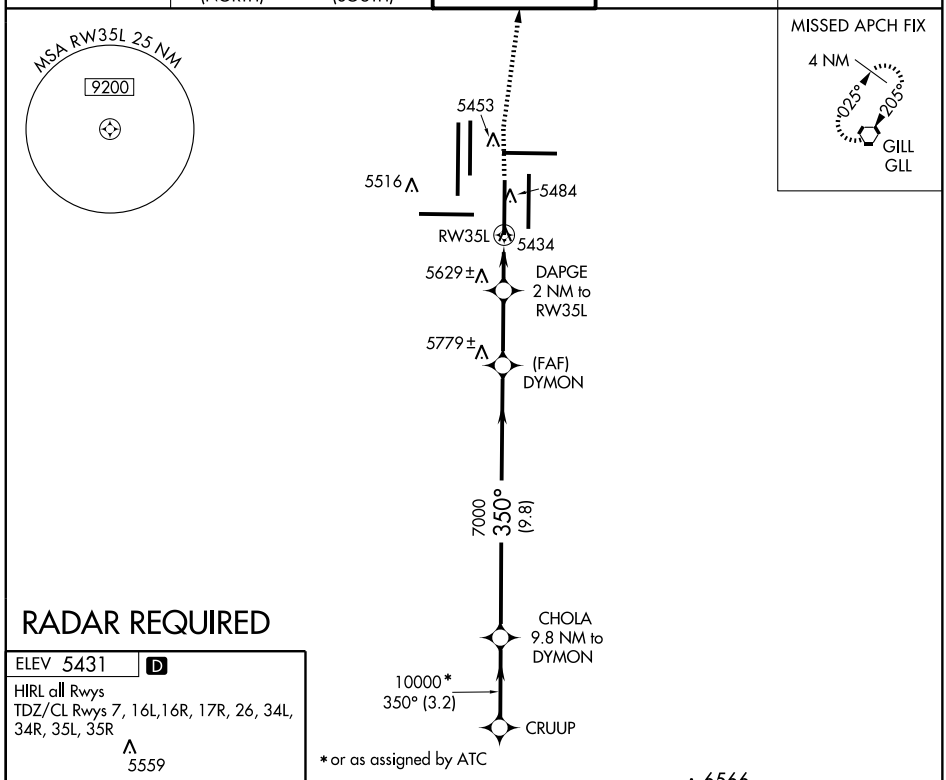
RNAV (GPS) RWY 35L
DENVER INTL (DEN)

T NA GPS or RNP-0.3 required. DME/DME RNP- 0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 10000 then right turn direct GLL VORTAC and hold.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	133.3 322.45	121.85 377.1	118.75

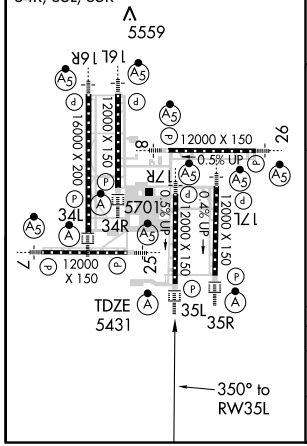


RADAR REQUIRED

ELEV 5431 D

HIRL all Rwys

TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R



CATEGORY	A	B	C	D
LNAV MDA	5860/24 429 (500-½)		5860/40 429 (500-¾)	5860/50 429 (500-1)
CIRCLING	NA			

SW-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	12000
350°	TDZE	5367
	Apt Elev	5431

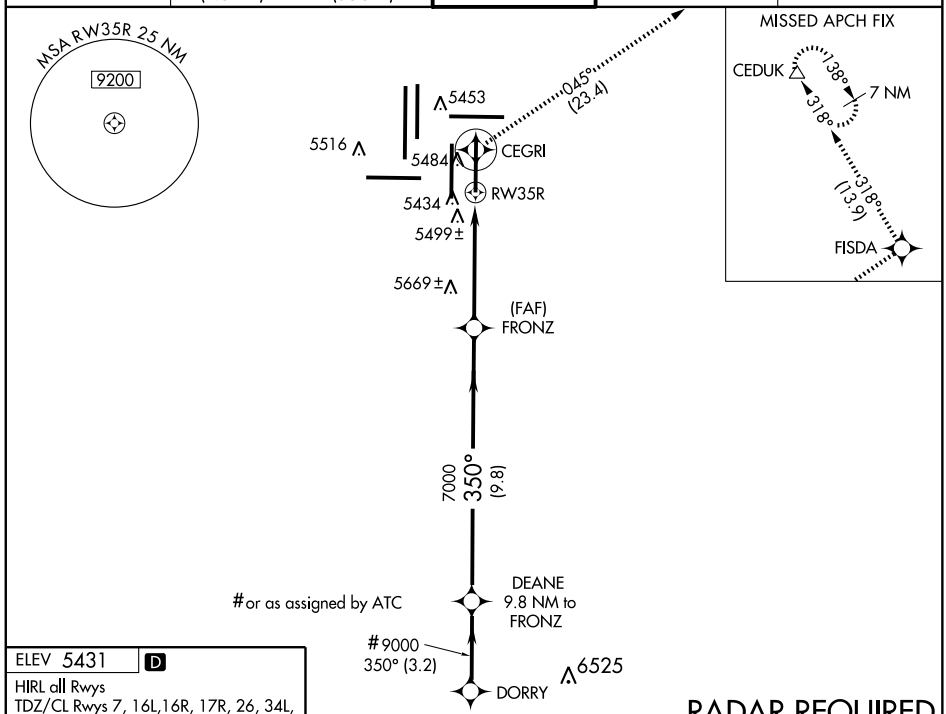
RNAV (GPS) RWY 35R
DENVER INTL (DEN)

T NA — GPS or RNP-0.3 required. DME/DME RNP- 0.3 NA. Baro-VNAV NA below -25°C (-13°F).

ALSF-2

MISSED APPROACH: Climb to 10000 via 350° course to CEGRI WP, then via 045° track to FISDA WP, then via 318° track to CEDUK WP and hold.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL
125.6 379.9	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	124.3 256.85	121.85 377.1	118.75

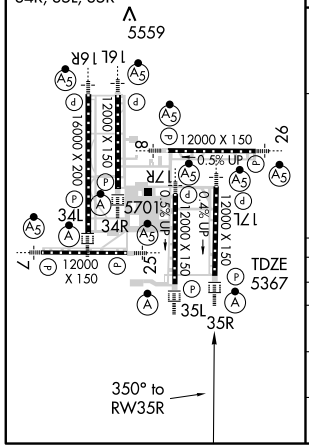


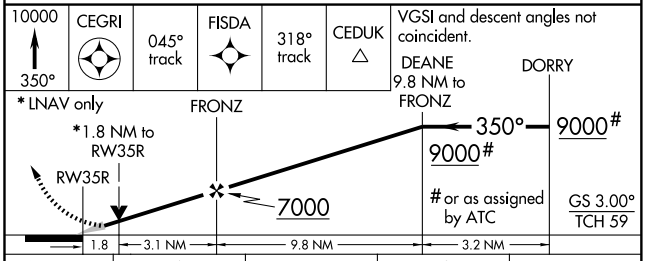
RADAR REQUIRED

ELEV 5431 D

HIRL all Rwys

TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R





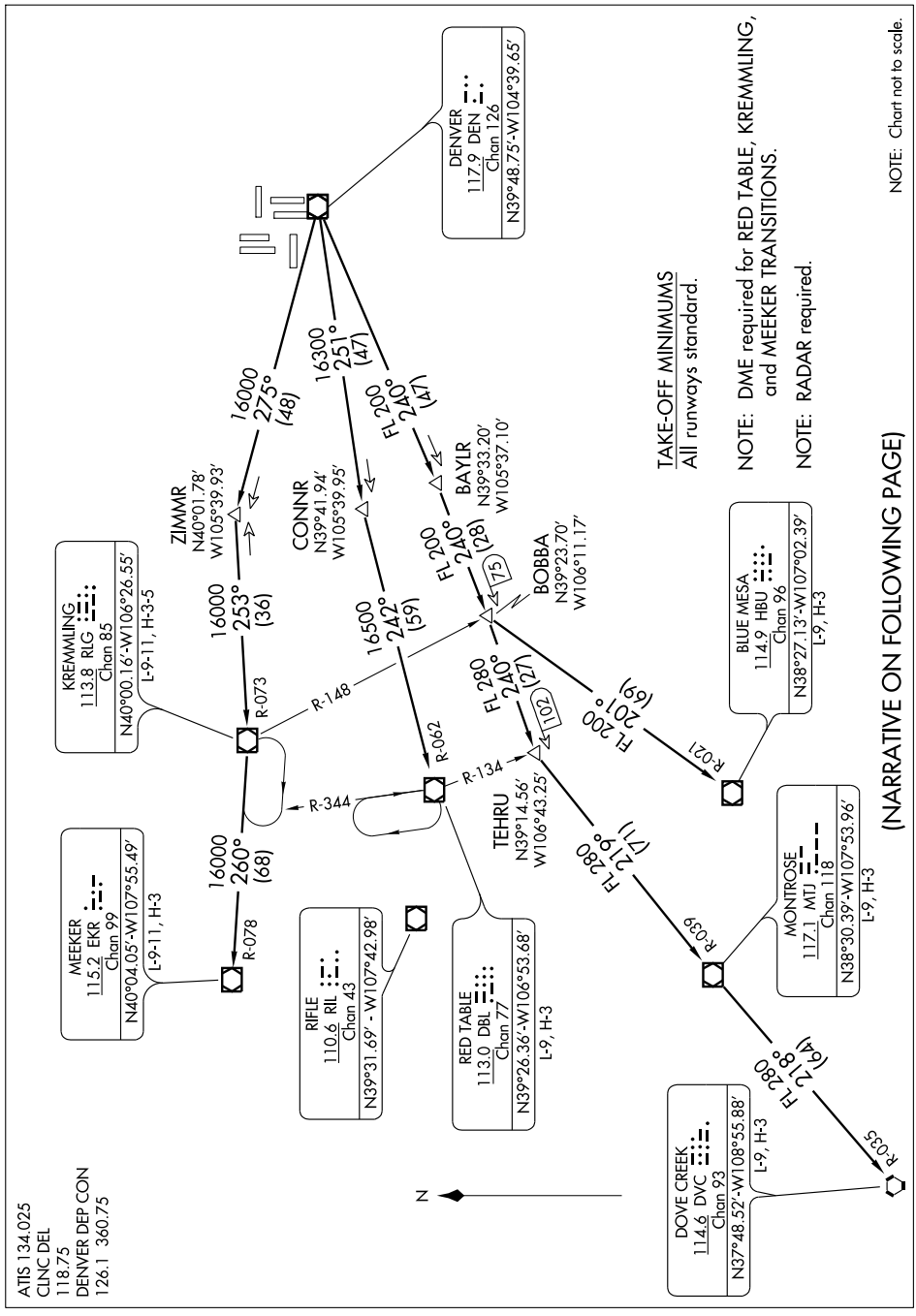
CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	5760/40 393 (400-¾)			
LNAV MDA	5920/24 553 (500-½)		5920/50 553 (500-1)	5920/60 553 (500-1¼)
CIRCLING	NA			

SW-1, 14 JAN 2010 to 11 FEB 2010

ROCKIES SEVEN DEPARTURE

SL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for radar vectors to assigned transition. Maintain 10000 feet or **ATC assigned lower altitude**. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

BLUE MESA (HI) TRANSITION (ROCKI7.HBU): From over DEN VOR/DME via DEN R-240 and HBU R-021 to HBU VOR/DME.

DOVE CREEK (HI) TRANSITION (ROCKI7.DVC): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME, then via MTJ R-218 and DVC R-035 to DVC VORTAC.

KREMMLING TRANSITION (ROCKI7.RLG): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI7.EKR): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME, then via RLG R-260 and EKR R-078 to EKR VOR/DME.

MONTROSE TRANSITION (ROCKI7.MTJ): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME.

RED TABLE TRANSITION (ROCKI7.DBL): From over DEN VOR/DME via DEN R-251 and DBL R-062 to DBL VOR/DME.

TAKE-OFF OBSTACLE NOTES

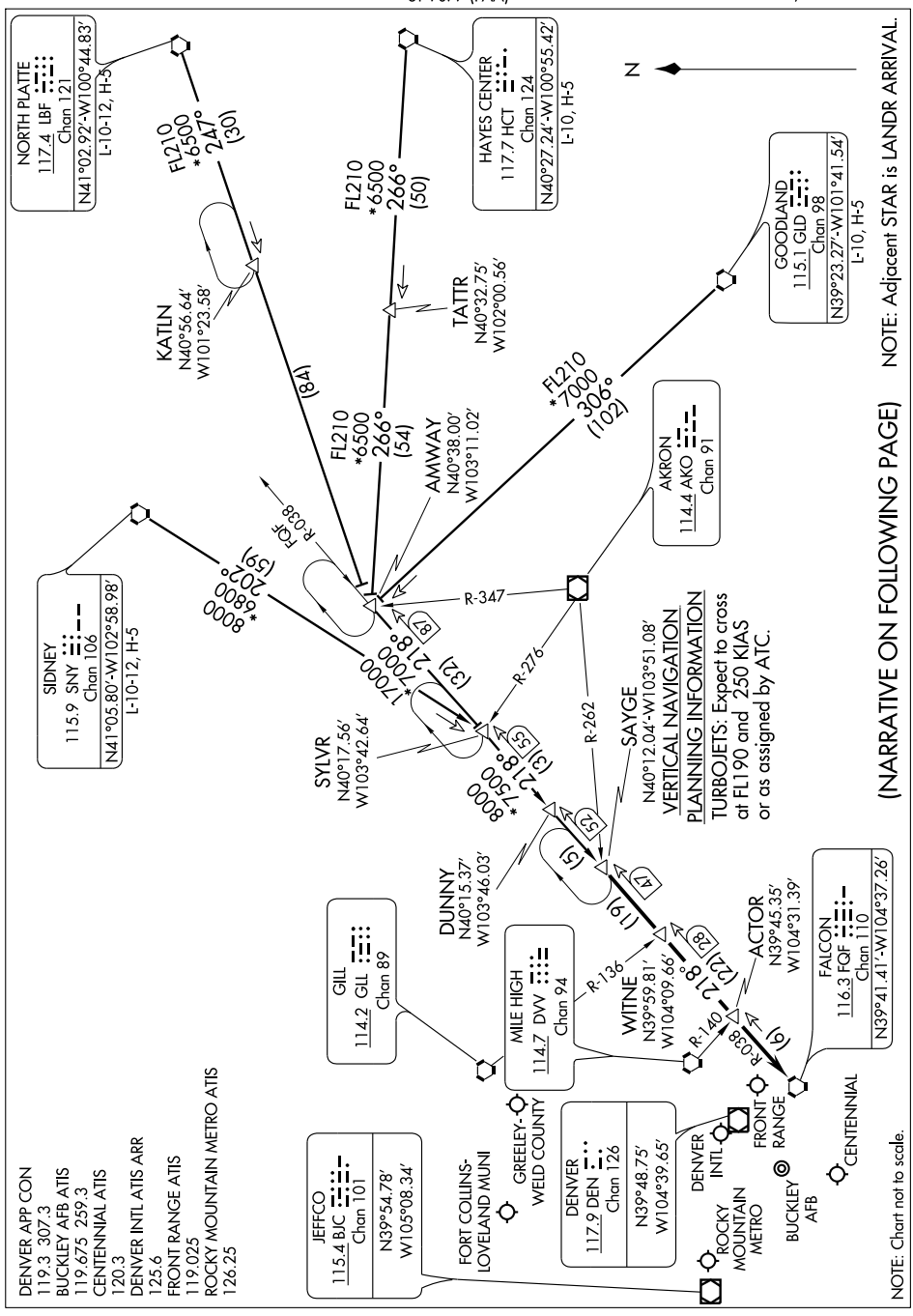
RWY 8: Multiple trees beginning 115′ from DER, 444′ right of centerline, up to 100′ AGL/5389′ MSL.
RWY 16L: Tower 4722′ from DER, 1359′ left of centerline, 153′ AGL/5473′ MSL.
Antenna on OL tower 4746′ from DER, 1358′ left of centerline, 153′ AGL/5473′ MSL.
RWY 17L: Multiple trees beginning 247′ from DER, 543′ right of centerline, up to 100′ AGL/5489′ MSL.
RWY 17R: Multiple trees beginning 1457′ from DER, 759′ right of centerline, up to 100′ AGL/5529′ MSL.
RWY 25: Multiple trees beginning 303′ from DER, 557′ right of centerline, up to 100′ AGL/5439′ MSL.
RWY 34L: Multiple trees beginning 273′ from DER, 537′ right of centerline, up to 100′ AGL/5399′ MSL.
RWY 34R: Multiple trees beginning 471′ from DER, 580′ right of centerline, up to 100′ AGL/5449′ MSL.
RWY 35L: Terrain beginning 149′ from DER, 34′ right of centerline, up to 5414′ MSL.

SW-1. 14 JAN 2010 to 11 FEB 2010

SAYGE SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect to cross at FL190 and 250 KIAS or as assigned by ATC.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Adjacent STAR is LANDR ARRIVAL.

SAYGE SIX ARRIVAL

ARRIVAL DESCRIPTION

GOODLAND TRANSITION (GLD.SAYGE6): From over GLD VORTAC via GLD R-306 and FQF R-038 to SAYGE INT. Thence....

HAYES CENTER TRANSITION (HCT.SAYGE6): From over HCT VORTAC via HCT R-266 and FQF R-038 to SAYGE INT. Thence....

NORTH PLATTE TRANSITION (LBF.SAYGE6): From over LBF VORTAC via LBF R-247 and FQF R-038 to SAYGE INT. Thence....

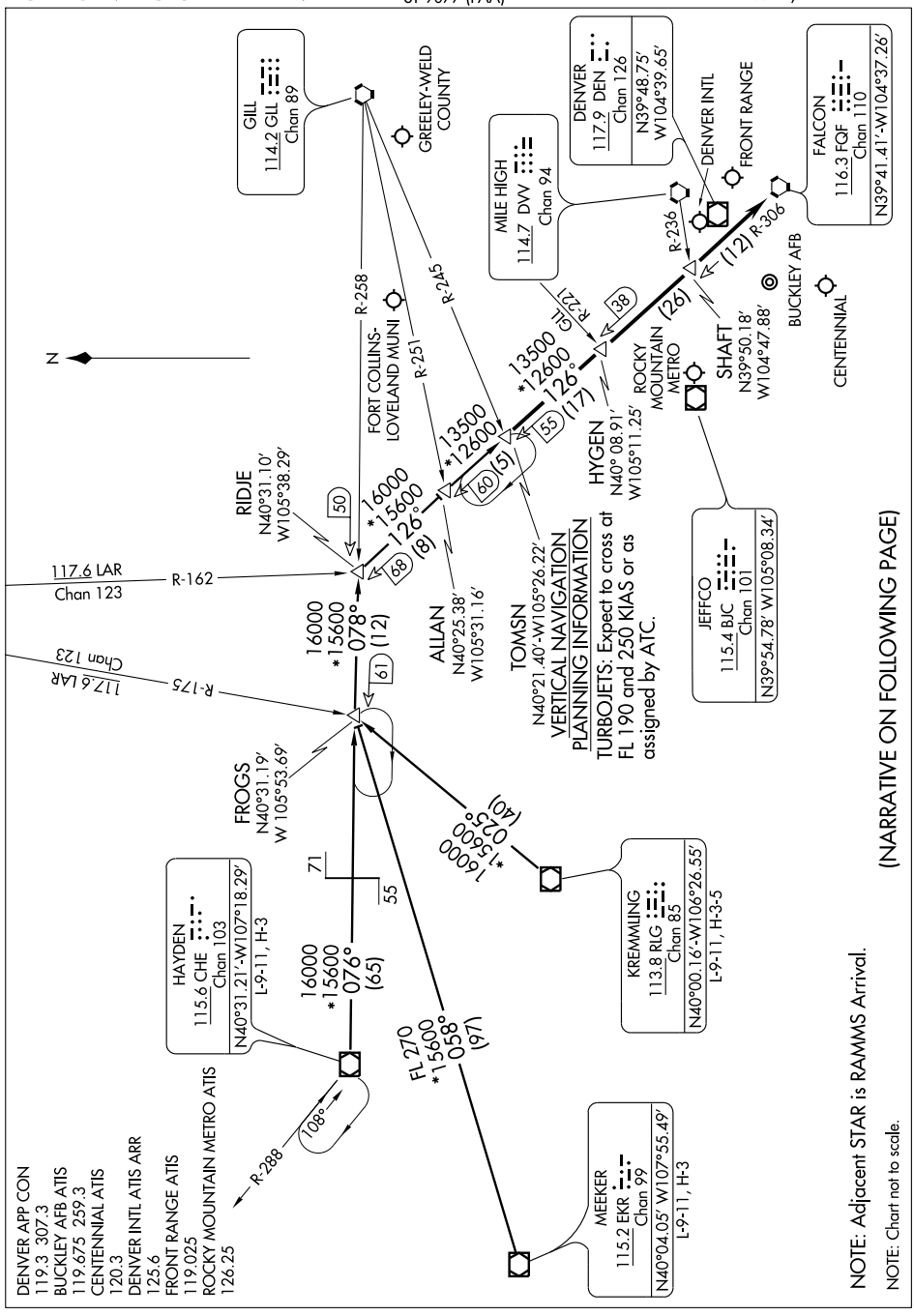
SIDNEY TRANSITION (SNY.SAYGE6): From over SNY VORTAC via SNY R-202 and FQF R-038 to SAYGE INT. Thence....

....From over SAYGE INT via FQF R-038 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

TOMSN FOUR ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



NOTE: Adjacent STAR is RAMMS Arrival.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

TOMSN FOUR ARRIVAL

ARRIVAL DESCRIPTION

HAYDEN TRANSITION (CHE.TOMSN4): From over CHE VOR/DME via CHE R-076 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

KREMMLING TRANSITION (RLG.TOMSN4): From over RLG VOR/DME via RLG R-025 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

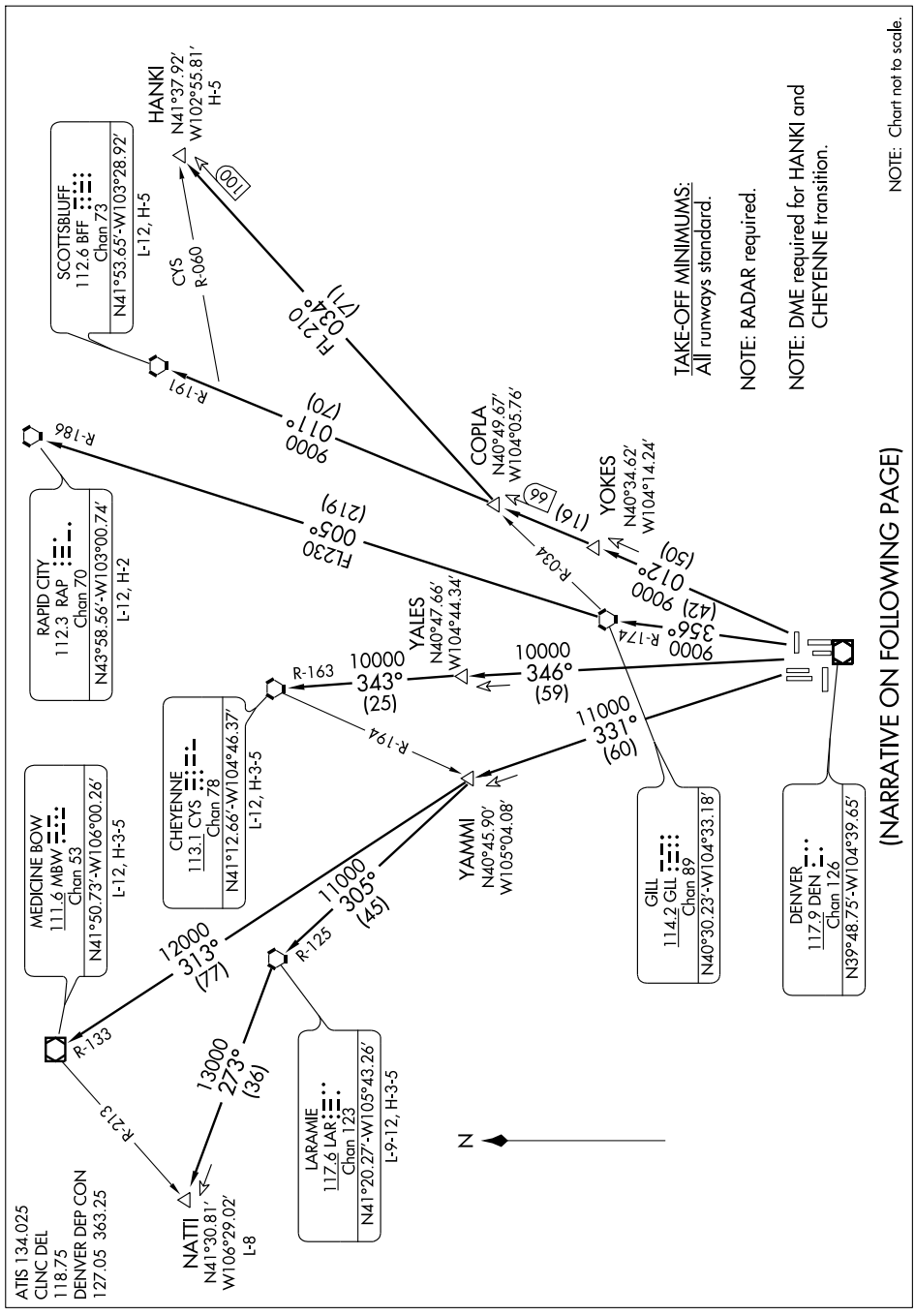
MEEKER TRANSITION (EKR.TOMSN4): From over EKR VOR/DME via EKR R-058 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

....From over TOMSN INT via FQF R-306 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1. 14 JAN 2010 to 11 FEB 2010

YELLOWSTONE SIX DEPARTURE

DENVER INTL (DEN)
DENVER, COLORADO



YELLOWSTONE SIX DEPARTURE

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for radar vectors to assigned transition. Maintain 10000 feet or **ATC assigned lower altitude.** Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

CHEYENNE TRANSITION (YELLO6.CYS): From over DEN VOR/DME via DEN R-346 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLO6.HANKI): From over DEN VOR/DME via DEN R-012 and GLL R-034 to HANKI INT.

LARAMIE TRANSITION (YELLO6.LAR): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC.

MEDICINE BOW TRANSITION (YELLO6.MBW): From over DEN VOR/DME via DEN R-331 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLO6.NATTI): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC, then via LAR R-273 to NATTI INT.

RAPID CITY TRANSITION (YELLO6.RAP): From over DEN VOR/DME via DEN R-356 and GLL R-174 to GLL VORTAC, then via GLL R-005 and RAP R-186 to RAP VORTAC.

SCOTTSBLUFF TRANSITION (YELLO6.BFF): From over DEN VOR/DME via DEN R-012 and BFF R-191 to BFF VORTAC.

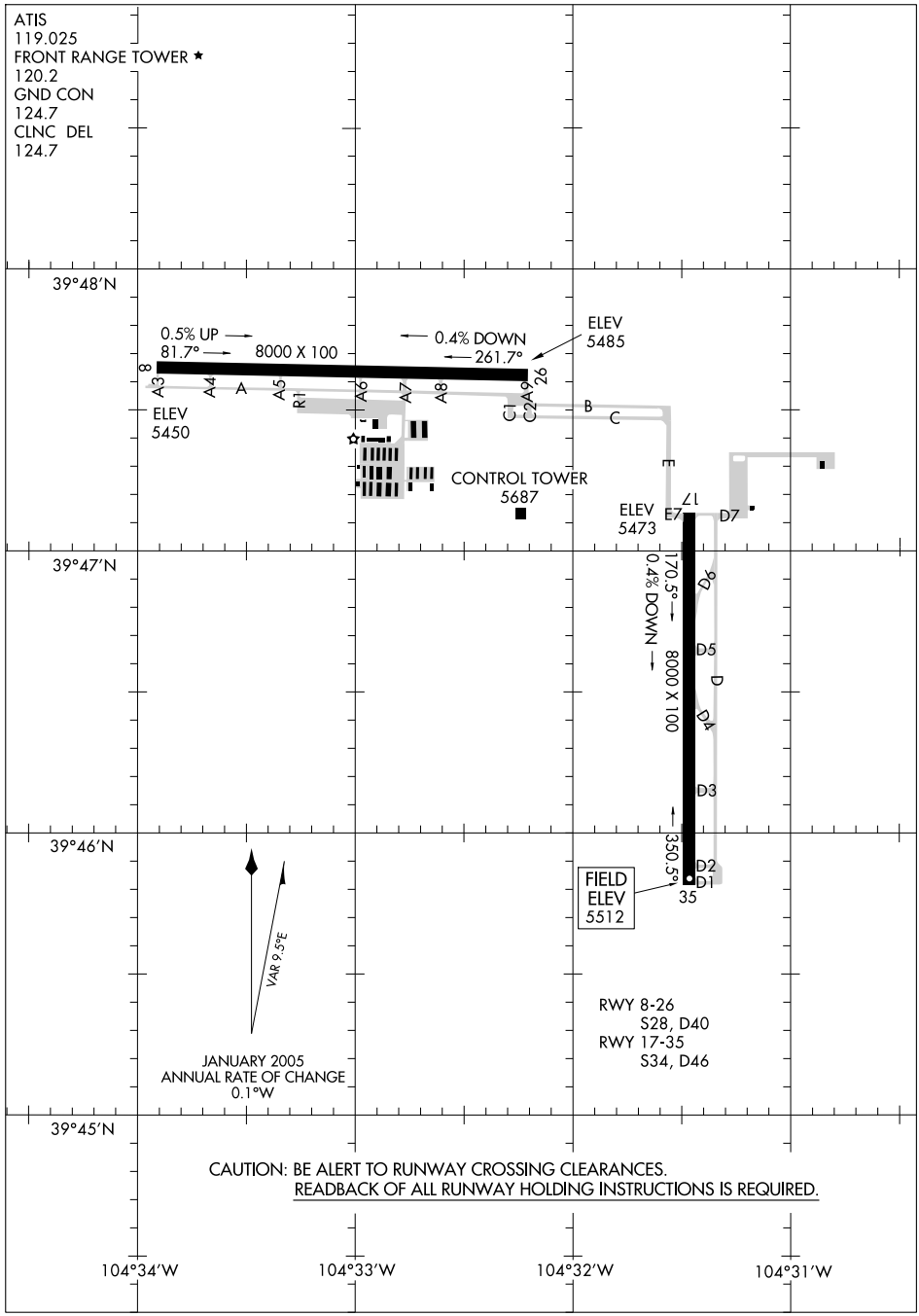
TAKE-OFF OBSTACLE NOTES

RWY 8: Multiple trees beginning 115′ from DER, 444′ right of centerline, up to 100′ AGL/5389′ MSL.
RWY 16L: Tower 4722′ from DER, 1359′ left of centerline, 153′ AGL/5473′ MSL.
Antenna on OL tower 4746′ from DER, 1358′ left of centerline, 153′ AGL/5473′ MSL.
RWY 17L: Multiple trees beginning 247′ from DER, 543′ right of centerline, up to 100′ AGL/5489′ MSL.
RWY 17R: Multiple trees beginning 1457′ from DER, 759′ right of centerline, up to 100′ AGL/5529′ MSL.
RWY 25: Multiple trees beginning 303′ from DER, 557′ right of centerline, up to 100′ AGL/5439′ MSL.
RWY 34L: Multiple trees beginning 273′ from DER, 537′ right of centerline, up to 100′ AGL/5399′ MSL.
RWY 34R: Multiple trees beginning 471′ from DER, 580′ right of centerline, up to 100′ AGL/5449′ MSL.
RWY 35L: Terrain beginning 149′ from DER, 34′ right of centerline, up to 5414′ MSL.

AIRPORT DIAGRAM

AL-6851 (FAA)

DENVER/FRONT RANGE (FTG)
DENVER, COLORADO

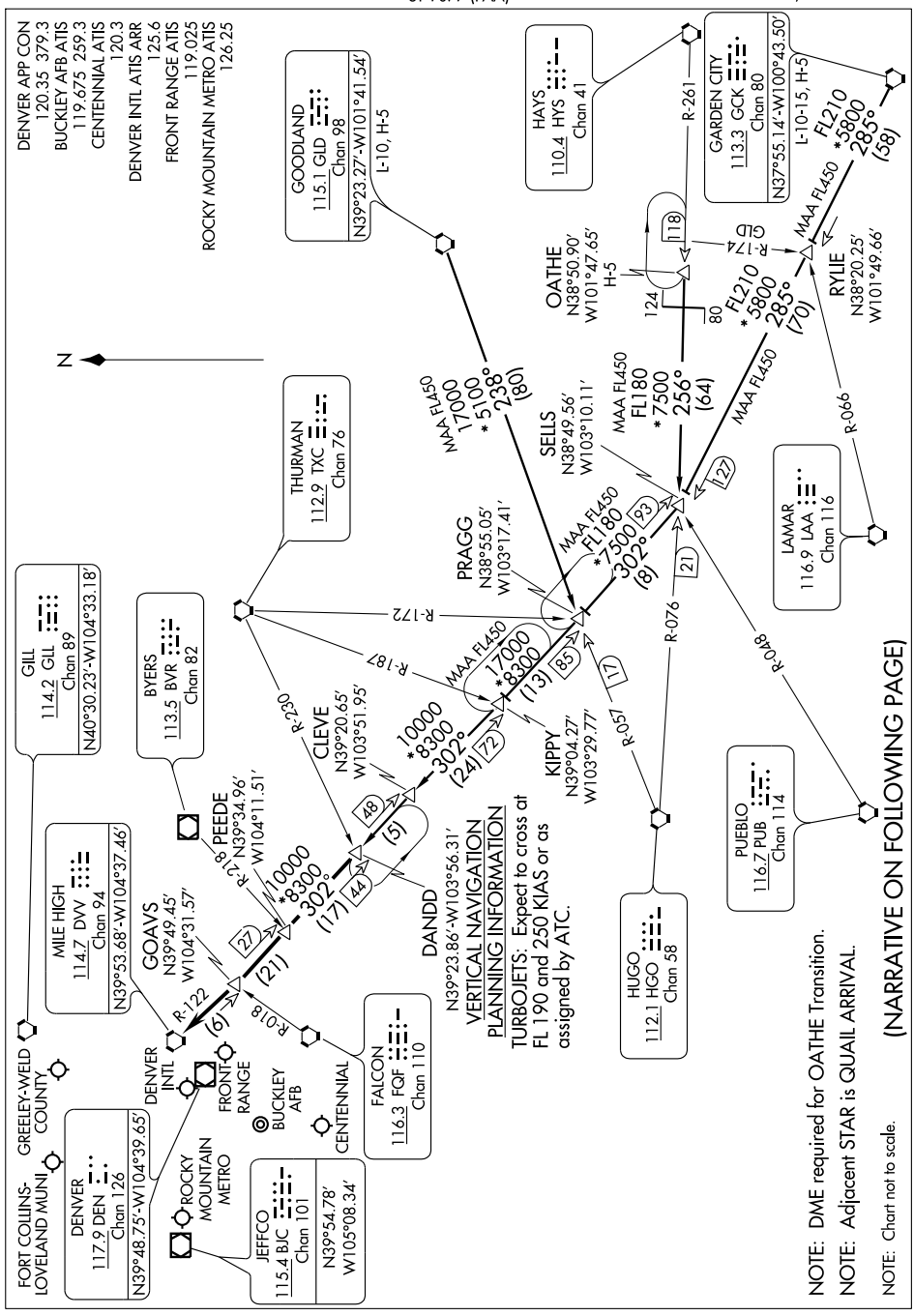


SW-1, 14 JAN 2010 to 11 FEB 2010

DANDD FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



NOTE: DME required for OATHE Transition.

NOTE: Adjacent STAR is QUAIL ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DANDD FIVE ARRIVAL

ARRIVAL DESCRIPTION

GARDEN CITY TRANSITION (GCK.DANDD5): From over GCK VORTAC via GCK R-285 and DVV R-122 to DANDD INT. Thence....

GOODLAND TRANSITION (GLD.DANDD5): From over GLD VORTAC via GLD R-238 and HGO R-057 to PRAGG INT; then via DVV R-122 to DANDD INT. Thence....

OATHE TRANSITION (OATHE.DANDD5): From over OATHE INT via HYS R-261 and HGO R-076 to SELLS INT; then via DVV R-122 to DANDD INT. Thence....

....From over DANDD INT via DVV R-122 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1. 14 JAN 2010 to 11 FEB 2010

DENVER FIVE DEPARTURE

TAKE-OFF MINIMUMS:
All runways standard.

ATIS
119.025
CLNC DEL
124.7
GND CON
124.7
FRONT RANGE TOWER ★
120.2
DENVER DEP CON
128.25 371.95
DENVER CLNC DEL
121.75
(When tower closed)

CHEYENNE
113.1 CYS
Chan 78
N41°12.66′
W104°46.37′
L-12, H-3-5

SIDNEY
115.9 SNY
Chan 106
N41°05.80′
W102°58.98′
L-10-12, H-5

LARAMIE
117.6 LAR
Chan 123
N41°20.27′-W105°43.26′
L-9-12, H-3-5

ROCK SPRINGS
116.0 OCS
Chan 107
N41°35.41′-W109°00.92′
L-11, H-3

GILL
114.2 GLL
Chan 89
N40°30.23′
W104°33.18′
L-10, H-5

AKRON
114.4 AKO
Chan 91
N40°09.33′-W103°10.78′
L-10, H-5

KREMMLING
113.8 RLG
Chan 85
N40°00.16′
W106°26.55′
L-9-11, H-3-5

MILE HIGH
114.7 DVV
Chan 94
N39°53.68′
W104°37.46′
L-10, H-3-5

THURMAN
112.9 TXC
Chan 76
N39°41.90′
W103°12.90′
L-10, H-5

HAYES CENTER
117.7 HCT
Chan 124
N40°27.24′-W100°55.42′
L-10, H-5

MEEKER
115.2 EKR
Chan 99
N40°04.05′-W107°55.49′
L-9-11, H-3

N

DENVER
117.9 DEN
Chan 126
N39°48.75′ W104°39.65′
L-10, H-3-5

FALCON
116.3 FQF
Chan 110
N39°41.41′
W104°37.26′
L-10, H-5

GOODLAND
115.1 GLD
Chan 98
N39°23.27′-W101°41.54′
L-10, H-5

GRAND JUNCTION
112.4 JNC
Chan 71
N39°03.57′-W108°47.55′
L-9, H-3

BLACK FOREST
112.5 BRK
Chan 72
N38°56.67′-W104°38.01′
L-10, H-3-5

HUGO
112.1 HGO
Chan 58
N38°49.05′-W103°37.28′
L-10, H-5

BLUE MESA
114.9 HBU
Chan 96
N38°27.13′-W107°02.39′
L-9, H-3

PUEBLO
116.7 PUB
Chan 114
N38°17.66′-W104°25.77′
L-10, H-5

GARDEN CITY
113.3 GCK
Chan 80
N37°55.15′-W100°43.51′
L-10-15, H-5

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DENVER FIVE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

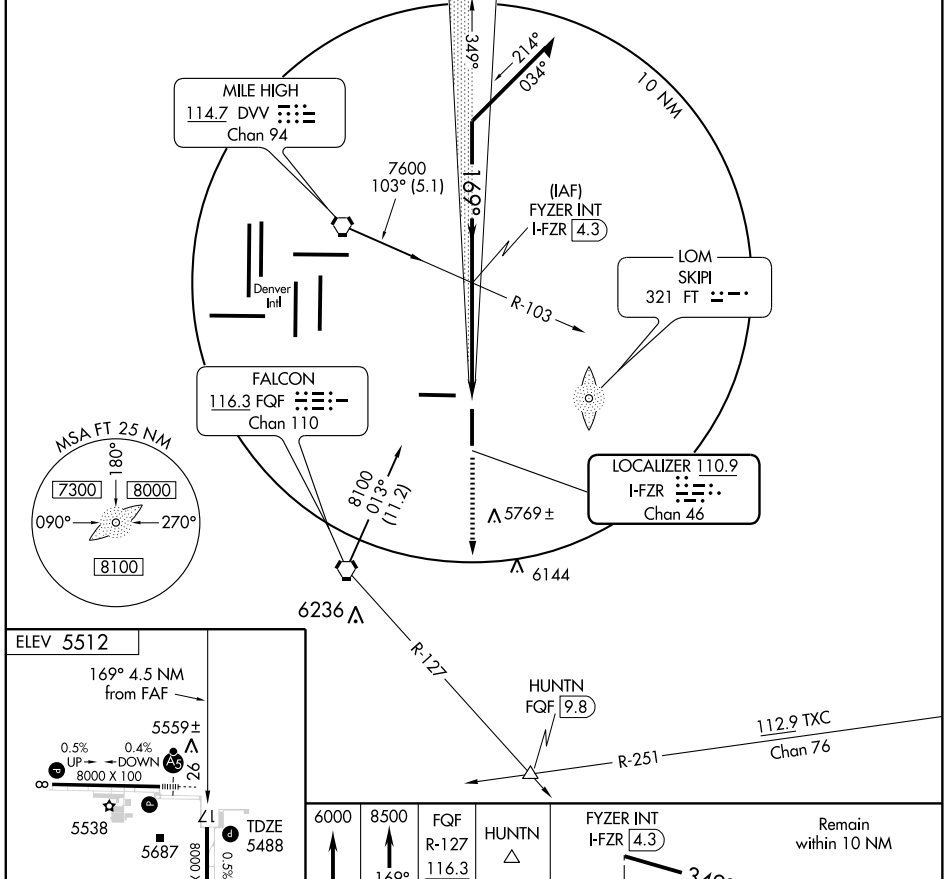
LOC/DME I-FZR 110.9 Chan 46	APP CRS 169°	Rwy ldg 8000 TDZE 5488 Apt Elev 5512

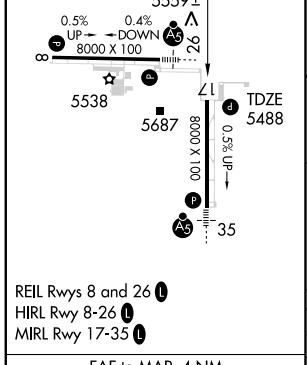
ILS or LOC RWY 17
DENVER/ FRONT RANGE (FTG)

When local altimeter not received use Denver Intl altimeter setting and increase all DH/MDAs 40 feet.

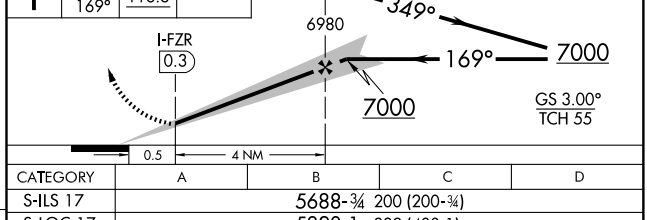
MISSED APPROACH: Climb to 6000, continue climbing to 8500 via heading 169° and FQF VORTAC R-127 to HUNTN Int.

ATIS	DENVER APP CON	FRONT RANGE TOWER★	GND CON	CLNC DEL	DENVER CLNC DEL	UNICOM
119.025	128.25 371.95	120.2 (CTAF) L	124.7	124.7	121.75 (When tower closed)	122.95





REIL Rwys 8 and 26 L
HIRL Rwy 8-26 L
MIRL Rwy 17-35 L



FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D
S-ILS 17	5688-¾ 200 (200-¾)			
S-LOC 17	5820-1 332 (400-1)			
CIRCLING	5960-1 448 (500-1)	5980-1 468 (500-1)	5980-1½ 468 (500-1½)	6080-2 568 (600-2)

SW-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-FTG	APP CRS	Rwy ldg	8000
109.3	260°	TDZE	5485
Chan 30		Apt Elev	5512

ILS or LOC RWY 26

DENVER/ FRONT RANGE (FTG)

When local altimeter setting not received use Denver Intl altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase S-LOC visibility Cat C to ¾ mile. VDP NA when using Denver Intl altimeter setting. ADF required

MALSR

MISSED APPROACH: Climb to 6000 then climbing left turn to 7200 direct SKIPI LOM/ I-FTG 6.5 DME and hold.

ATIS	DENVER APP CON	FRONT RANGE TOWER★	GND CON	CLNC DEL	DENVER CLNC DEL	UNICOM
119.025	128.25 371.95	120.2 (CTAF) L	124.7	124.7	121.75 (When tower closed)	122.95

ALTERNATE MISSED APCH FIX

FALCON FQF 116.3 Chan 110

R-224 044° 224°

ADF or DME REQUIRED

10 NM

Denver Intl

LOCALIZER 109.3 I-FTG Chan 30

LOM/IAF SKIPI 321 FT

I-FTG 6.5

260° 080° 080° 125° 305°

8000 044° (10.6)

5769±

6144

6236

FALCON 116.3 FQF Chan 110

6270±

MSA FT 25 NM

180° 7300 8000 090° 270° 8100

SW-1, 14 JAN 2010 to 11 FEB 2010

6000 7200 FT 321

VGSI and glidepath not coincident

SKIPI LOM I-FTG 6.5

Remain within 10 NM

080° 7067 260° 7200 7200

I-FTG 1.7 I-FTG 2.8

GS 3.00° TCH 45

1 NM 3.7 NM

ELEV 5512

TDZE 5485

260° 4.7 NM from FAF

5559±

0.5% UP 0.4% DOWN 8000 X 100

8 26 17 35

5538 5687

8000 X 100 0.5% UP

REIL Rwys 8 and 26 L

HIRL Rwy 8-26 L

MIRL Rwy 17-35 L

CATEGORY	A	B	C	D
S-ILS 26	5685-½ 200 (200-½)			
S-LOC 26	5860-½ 375 (400-½)			5860-¾ 375 (400-¾)
CIRCLING	5960-1 448 (500-1)	5980-1 468 (500-1)	5980-1½ 468 (500-1½)	6080-2 568 (600-2)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

ILS or LOC RWY 35
DENVER/ FRONT RANGE (FTG)

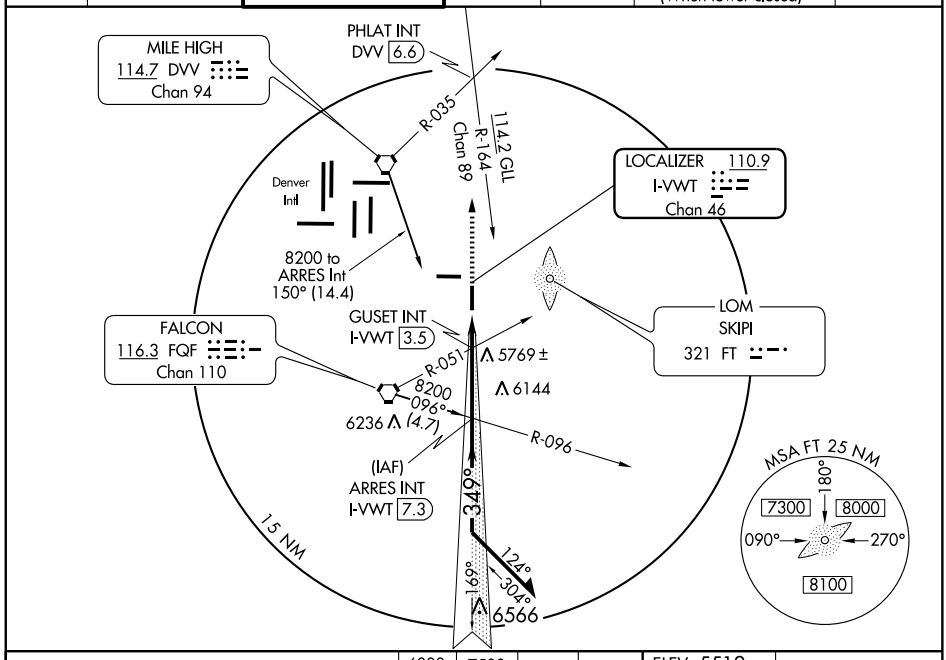
LOC/DME I-VWT	APP CRS	Rwy ldg	8000
110.9	349°	TDZE	5512
Chan 46		Apt Elev	5512

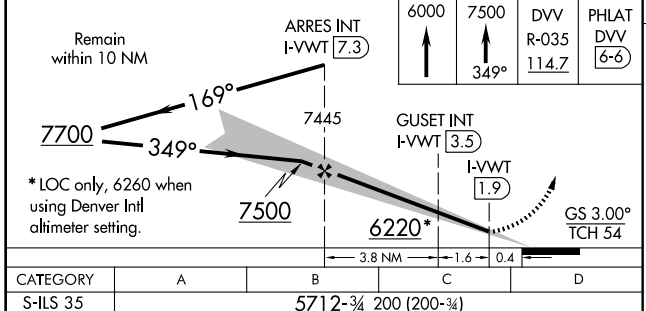
T A NA — If local altimeter not received, use Denver Intl altimeter setting and increase all DH/MDA 40 feet.

MALSR A5

MISSED APPROACH: Climb to 6000; continue climb to 7500 via heading 349° and DVV VORTAC R-035 to PHLAT Int.

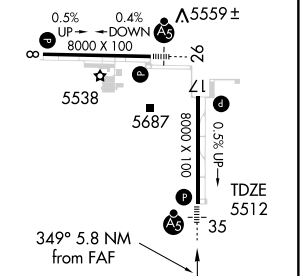
ATIS	DENVER APP CON	FRONT RANGE TOWER*	GND CON	CLNC DEL	DENVER CLNC DEL	UNICOM
119.025	128.25 371.95	120.2 (CTAF) L	124.7	124.7	121.75 (When tower closed)	122.95





6000	7500	DVV	PHLAT
↑	↑ 349°	R-035 114.7	DVV 6-6

ELEV 5512



REIL Rwys 8 and 26 L
HIRL Rwy 8-26 L
MIRL Rwy 17-35 L

CATEGORY	A	B	C	D
S-ILS 35	5712-¾ 200 (200-¾)			
S-LOC 35	6220-1 708 (800-1)		6220-2 708 (800-2)	6220-2¼ 708 (800-2¼)
CIRCLING	6220-1 708 (800-1)		6220-2 708 (800-2)	6220-2¼ 708 (800-2¼)
GUSET INT/DME MINIMA				
S-LOC 35	6000-1 488 (500-1)		6000-1¼ 488 (500-1¼)	6000-1½ 488 (500-1½)
CIRCLING	6000-1 488 (500-1)		6000-1½ 488 (500-1½)	6080-2 568 (600-2)

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

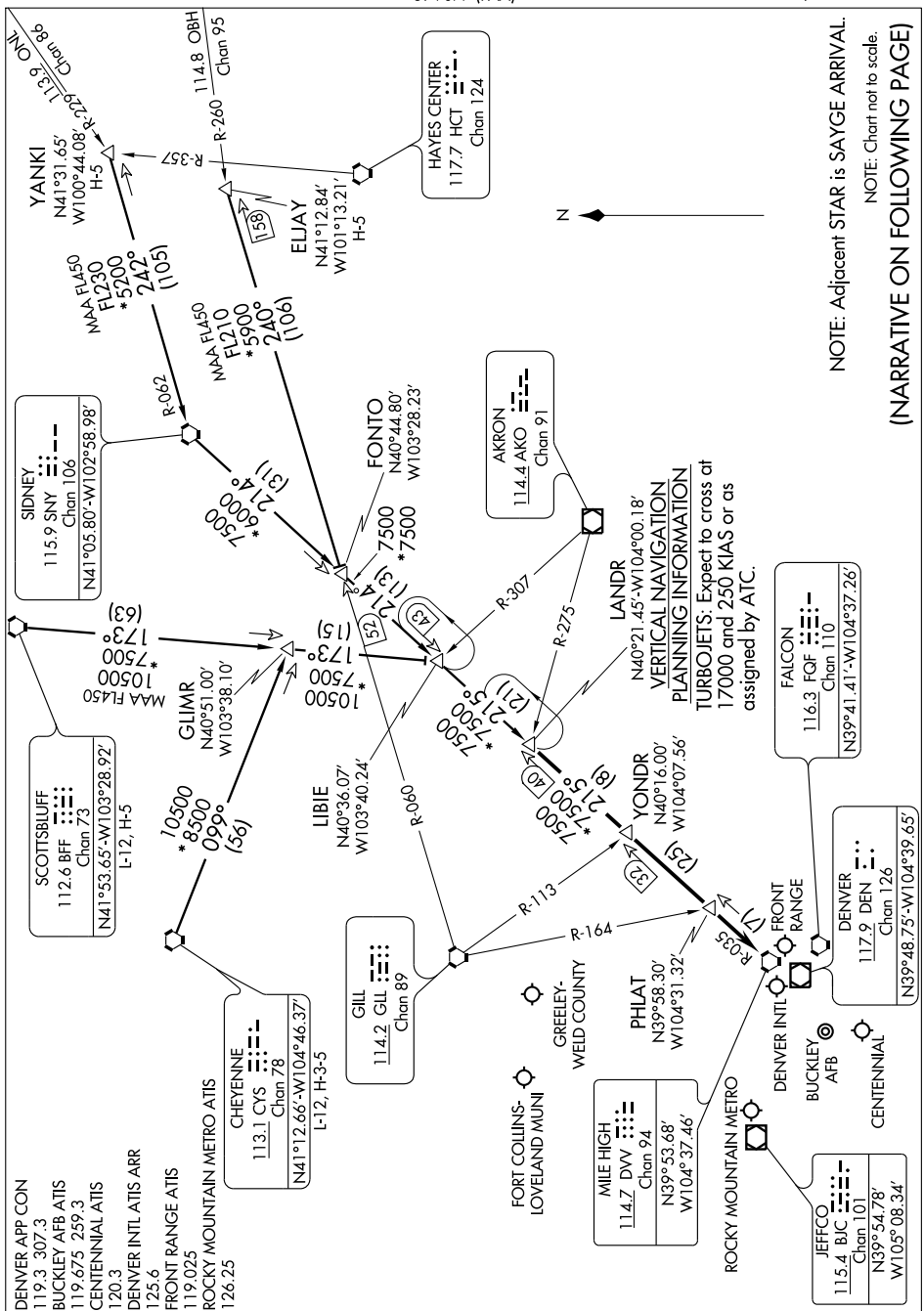
SW-1, 14 JAN 2010 to 11 FEB 2010

(LANDR.LANDR5) 07298

LANDR FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.LANDR5): From over CYS VORTAC via CYS R-099 and BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

ELJAY TRANSITION (ELJAY.LANDR5): From over ELJAY INT via GLL R-060 to FONTO INT, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

SCOTTSBLUFF TRANSITION (BFF.LANDR5): From over BFF VORTAC via BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

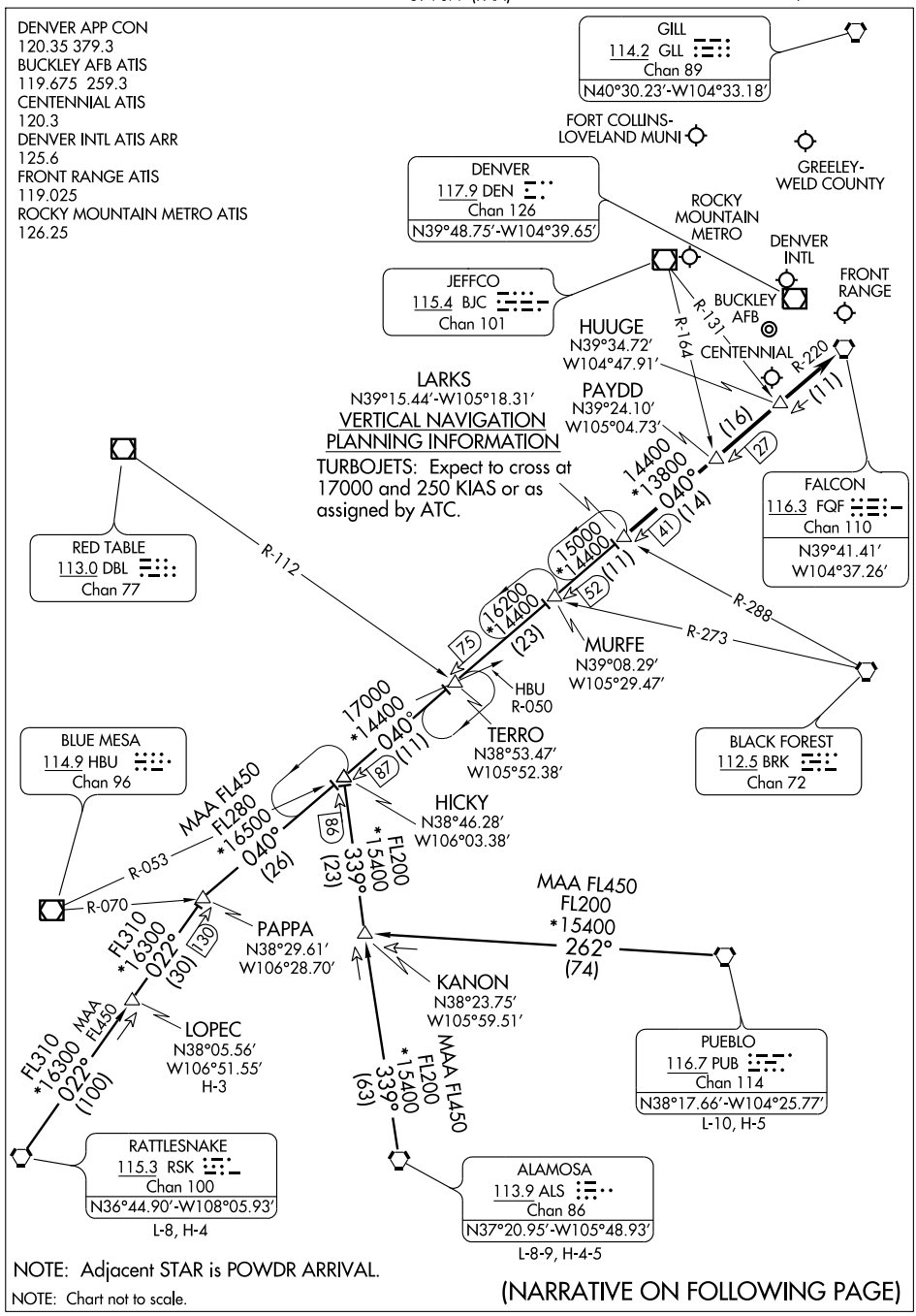
YANKI TRANSITION (YANKI.LANDR5): From over YANKI INT via SNY R-062 to SNY VORTAC, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

....From over LANDR INT via DVV R-035 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

LARKS SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



NOTE: Adjacent STAR is POWDR ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 14 JAN 2010 to 11 FEB 2010

LARKS SIX ARRIVAL

ARRIVAL DESCRIPTION

ALAMOSA TRANSITION (ALS.LARKS6): From over ALS VORTAC via ALS R-339 and FQF R-220 to LARKS INT. Thence....

LOPEC TRANSITION (LOPEC.LARKS6): From over LOPEC INT via RSK R-022 and FQF R-220 to LARKS INT. Thence....

PUEBLO TRANSITION (PUB.LARKS6): From over PUB VORTAC via PUB R-262 to KANON INT; then via ALS R-339 and FQF R-220 to LARKS INT. Thence....

RATTLESNAKE TRANSITION (RSK.LARKS6): From over RSK VORTAC via RSK R-022 and FQF R-220 to LARKS INT. Thence....

....From over LARKS INT via FQF R-220 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1. 14 JAN 2010 to 11 FEB 2010

LOM FT	APP CRS	Rwy ldg	8000
321	260°	TDZE	5485
		Apt Elev	5512

NDB RWY 26

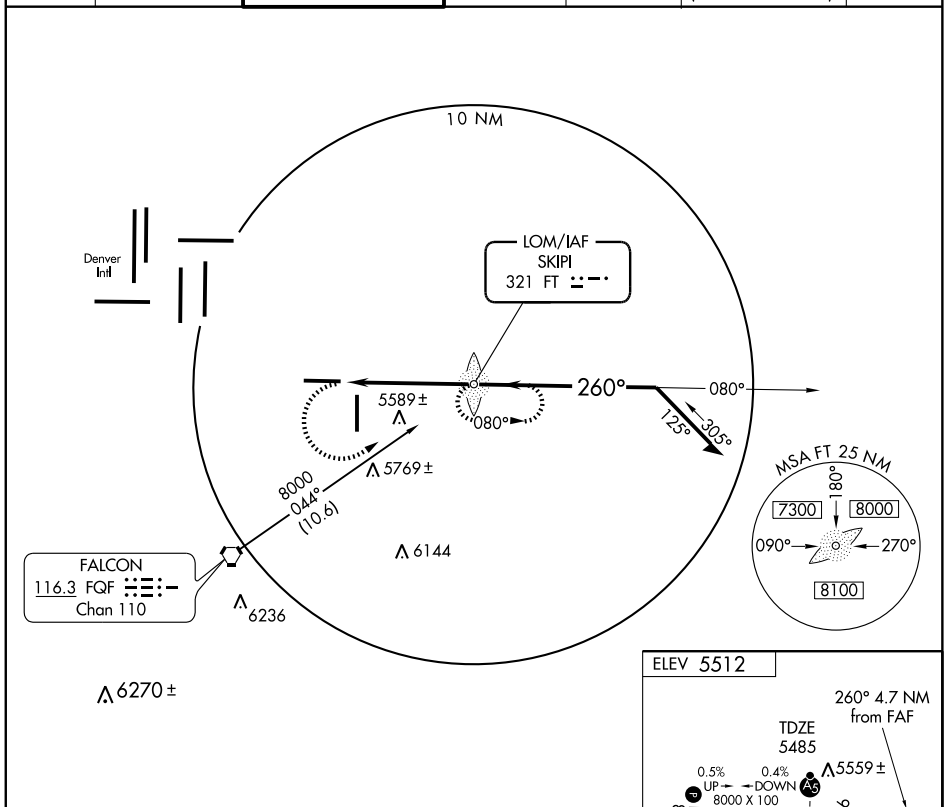
DENVER/ FRONT RANGE (FTG)

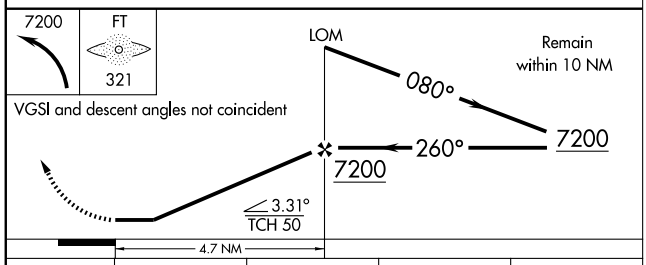
NA When local altimeter setting not received use Denver Intl altimeter setting and increase all MDA 40 feet, increase S-26 Cat D visibility to 1¼ .

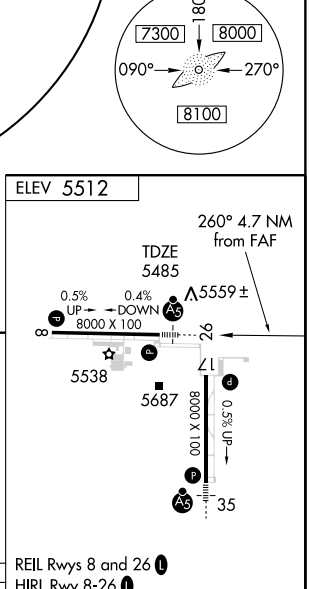
MALSR A5

MISSED APPROACH: Climbing left turn to 7200 direct FT LOM and hold.

ATIS	DENVER APP CON	FRONT RANGE TOWER★	GND CON	CLNC DEL	DENVER CLNC DEL	UNICOM
119.025	128.25 371.95	120.2 (CTAF) L	124.7	124.7	121.75 (When tower closed)	122.95







REIL Rwys 8 and 26 L
HIRL Rwy 8-26 L
MIRL Rwy 17-35 L

CATEGORY	A	B	C	D
S-26	5900-¾ 415 (400-¾)			5900-1 415 (400-1)
CIRCLING	5960-1 448 (500-1)	5980-1 468 (500-1)	5980-1½ 468 (500-1½)	6080-2 568 (600-2)

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SW-1, 14 JAN 2010 to 11 FEB 2010

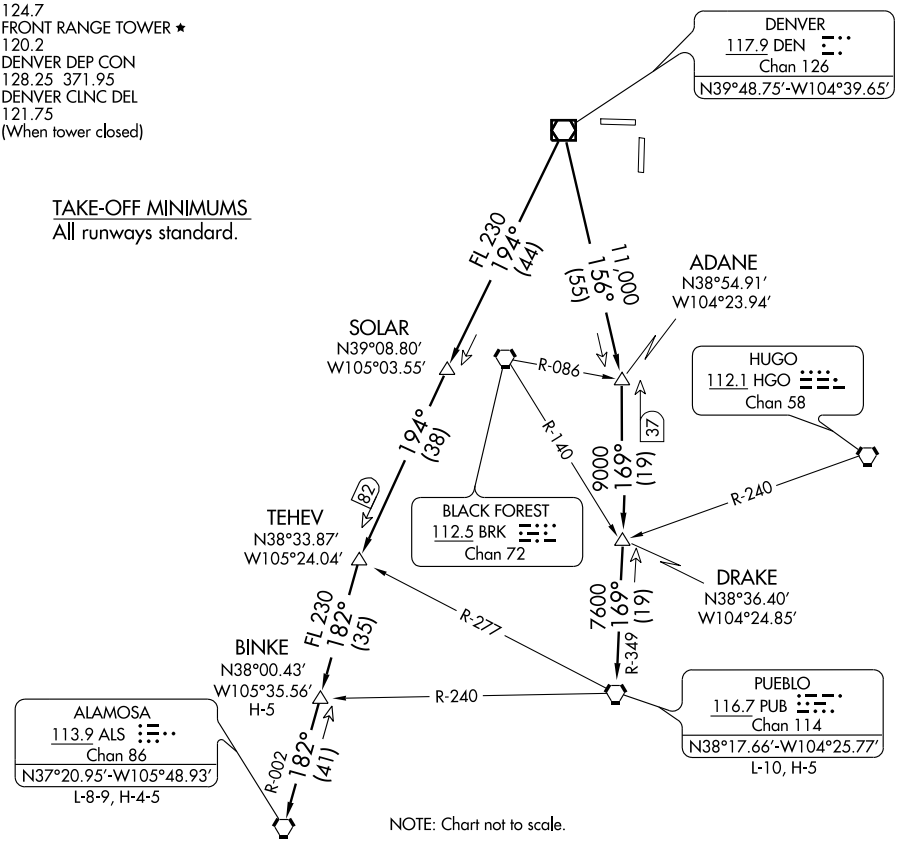
PIKES FOUR DEPARTURE

SL-6851 (FAA)

DENVER/ FRONT RANGE (FTG)
DENVER, COLORADO

ATIS
119.025
CLNC DEL
124.7
GND CON
124.7
FRONT RANGE TOWER ★
120.2
DENVER DEP CON
128.25 371.95
DENVER CLNC DEL
121.75
(When tower closed)

TAKE-OFF MINIMUMS
All runways standard.



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

ALAMOSA TRANSITION (PIKES4.ALS): From over DEN VOR/DME via DEN R-194 and ALS R-002 to ALS VORTAC.

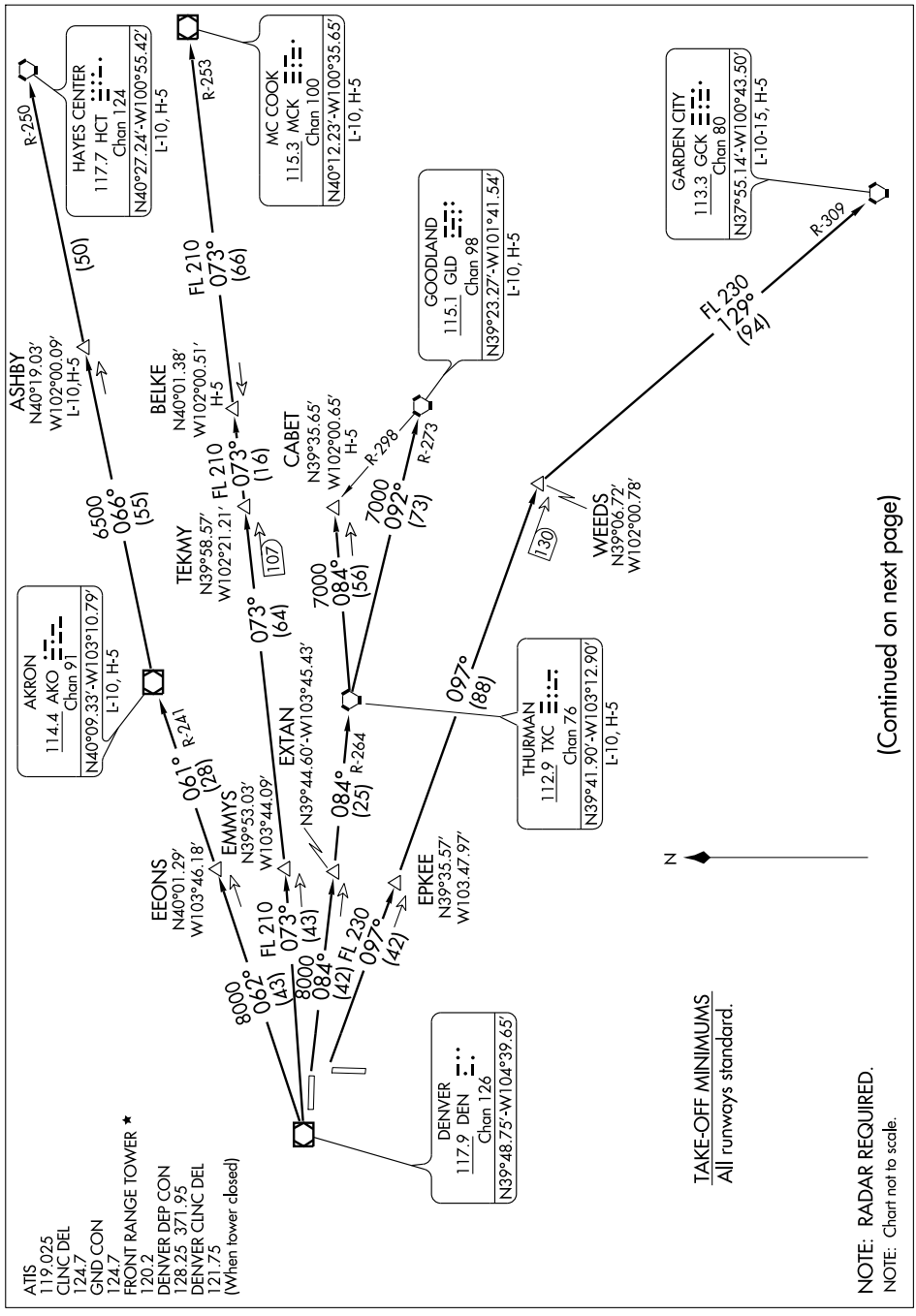
BINKE TRANSITION (PIKES4.BINKE): From over DEN VOR/DME via DEN R-194 and ALS R-002 to BINKE INT.

PUEBLO TRANSITION (PIKES4.PUB): From over DEN VOR/DME via DEN R-156 and PUB R-349 to PUB VORTAC.

PLAINS FOUR DEPARTURE

SL-6851 (FAA)

DENVER/FRONT RANGE (FTG)
DENVER, COLORADO



PLAINS FOUR DEPARTURE SL-6851 (FAA)

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7,000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

AKRON TRANSITION (PLAIN4.AKO): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME.

ASHBY TRANSITION (PLAIN4.ASHBY): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to ASHBY INT.

BELKE TRANSITION (PLAIN4.BELKE): From over DEN VOR/DME via DEN R-073 and MCK R-253 to BELKE INT.

CABET TRANSITION (PLAIN4.CABET): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-084 to CABET INT.

GARDEN CITY TRANSITION (PLAIN4.GCK): From over DEN VOR/DME via DEN R-097 and GCK R-309 to GCK VORTAC.

GOODLAND TRANSITION (PLAIN4.GLD): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-092 and GLD R-273 to GLD VORTAC.

HAYES CENTER TRANSITION (PLAIN4.HCT): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to HCT VORTAC.

MCCOOK TRANSITION (PLAIN4.MCK): From over DEN VOR/DME via DEN R-073 and MCK R-253 to MCK VOR/DME.

THURMAN TRANSITION (PLAIN4.TXC): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC.

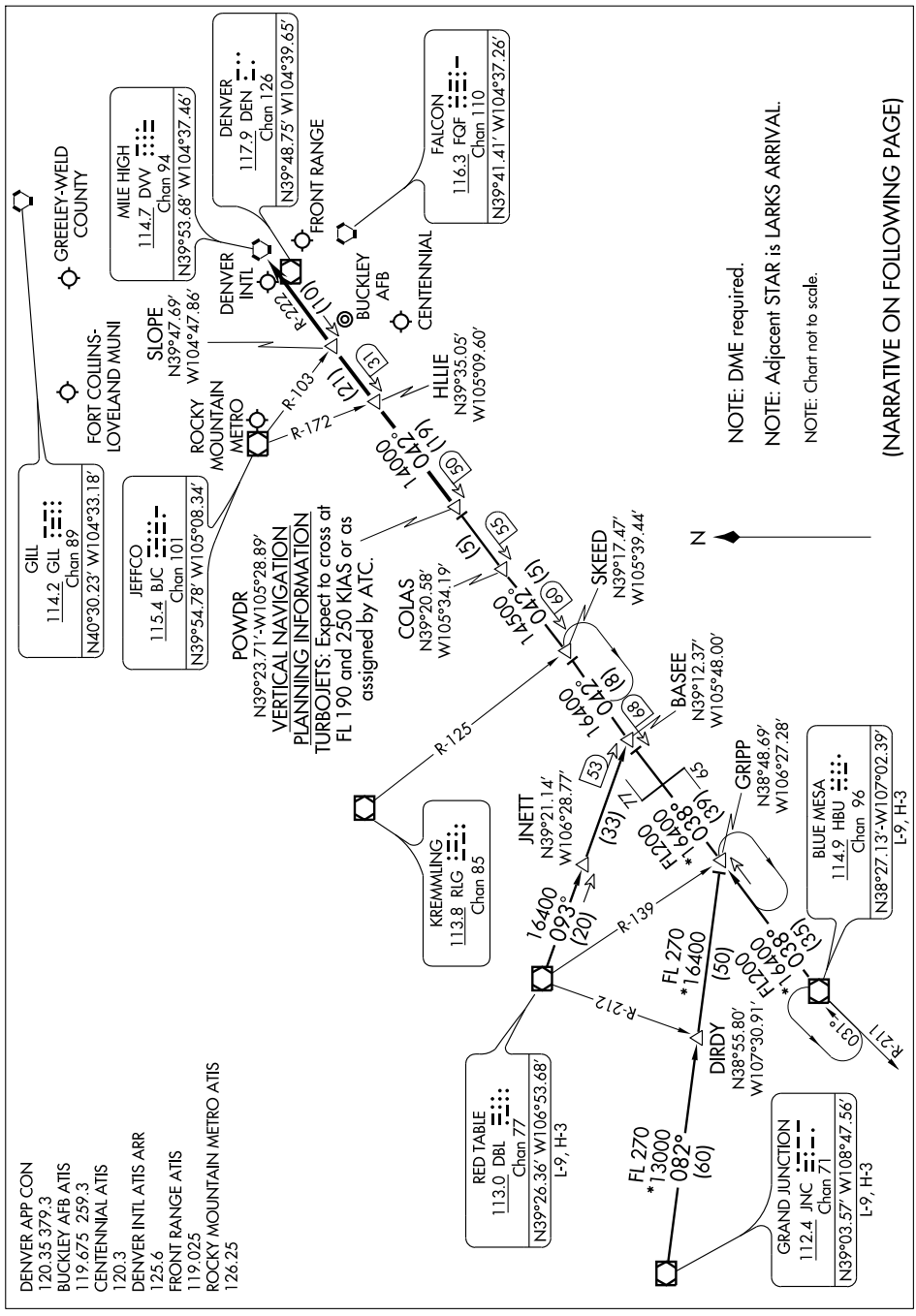
WEEDS TRANSITION (PLAIN4.WEEDS): From over DEN VOR/DME via DEN R-097 to WEEDS INT.

SW-1, 14 JAN 2010 to 11 FEB 2010

POWDR SEVEN ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



POWDR SEVEN ARRIVAL

ARRIVAL DESCRIPTION

BLUE MESA TRANSITION (HBU.POWDR7): From over HBU VOR/DME via HBU R-038 and DVV R-222 to POWDR INT. Thence....

GRAND JUNCTION TRANSITION (JNC.POWDR7): From over JNC VORTAC via JNC R-082 to GRIPP INT; then via HBU R-038 and DVV R-222 to POWDR INT. Thence....

RED TABLE TRANSITION (DBL.POWDR7): From over DBL VOR/DME via DBL R-093 and DVV R-222 to POWDR INT. Thence....

....from over POWDR INT via DVV VORTAC R-222 to HLLIE, then via DVV VORTAC R-222 to SLOPE, then via DVV VORTAC R-222 to DVV. Expect radar vectors to the final approach course at or before DVV VORTAC.

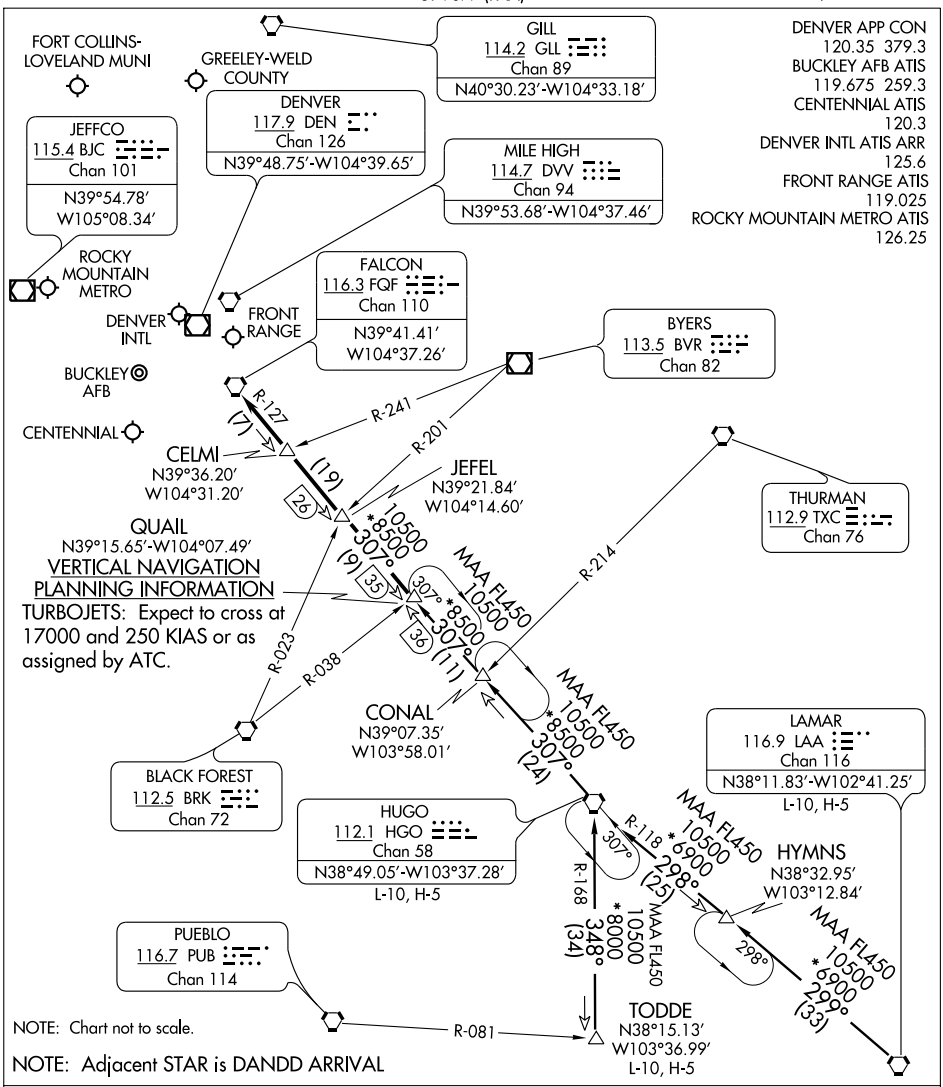
SW-1. 14 JAN 2010 to 11 FEB 2010

(QUAIL.QUAIL6) 09127

QUAIL SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



HUGO TRANSITION (HGO.QUAIL6): From over HGO VORTAC via HGO R-307 to CONAL INT; then via 306° course to QUAIL INT. Thence....

LAMAR TRANSITION (LAA.QUAIL6): From over LAA VORTAC via LAA R-299 to HYMNS INT; then via 298° course to HGO VORTAC; then via HGO R-307 to CONAL INT then via 306° course to to QUAIL INT. Thence....

TODDE TRANSITION (TODDE.QUAIL6): From over TODDE INT via HGO R-168 to HGO VORTAC; then via HGO R-307 to QUAIL INT. Thence....

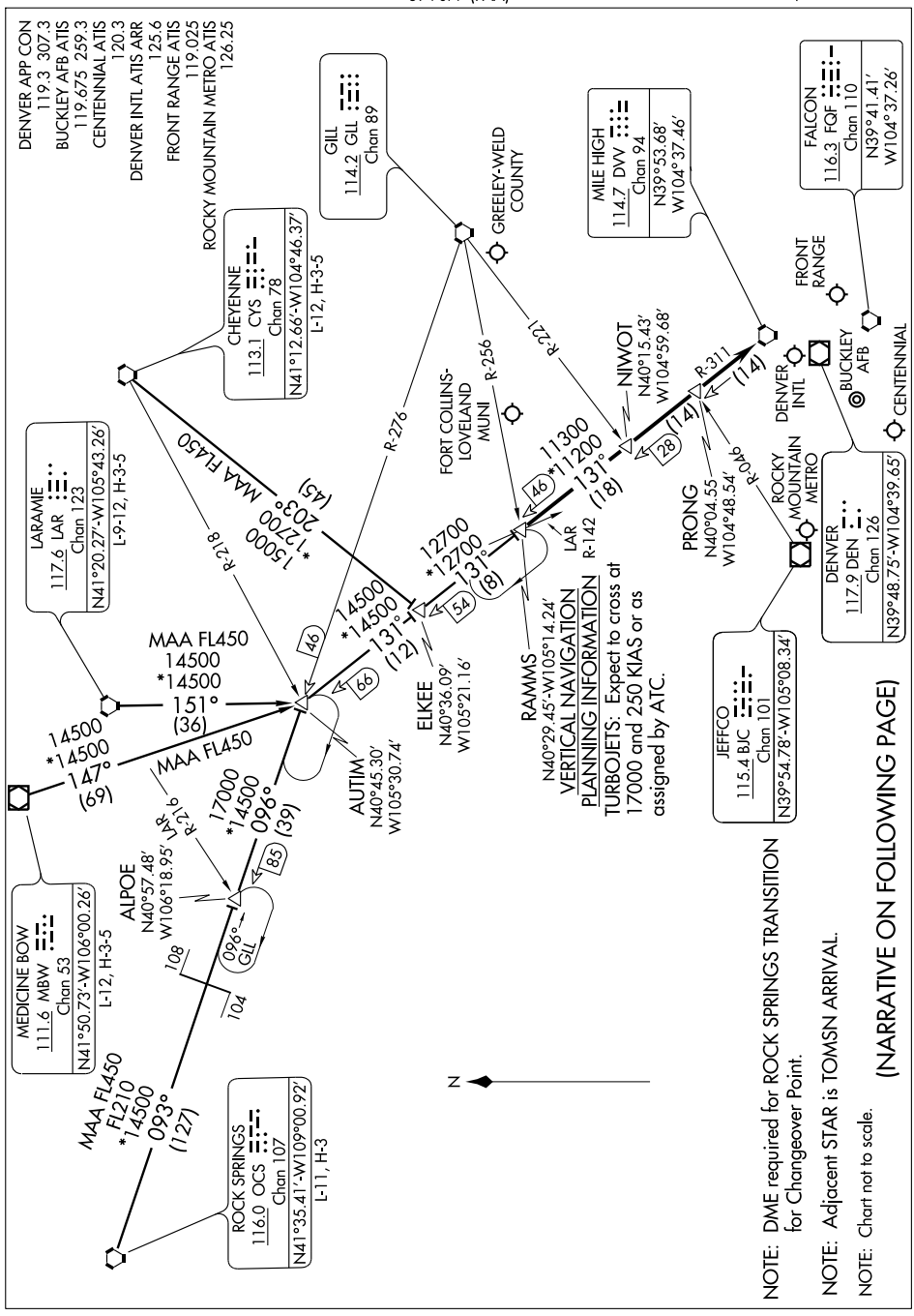
....From over QUAIL INT via HGO R-307 and FQF R-127 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1. 14 JAN 2010 to 11 FEB 2010

RAMMS FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



NOTE: DME required for ROCK SPRINGS TRANSITION for Changeover Point.

NOTE: Adjacent STAR is TOMSN ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.RAMMS5): From over CYS VORTAC via CYS R-203 and DVV R-311 to RAMMS INT. Thence....

LARAMIE TRANSITION (LAR.RAMMS5): From over LAR VORTAC via LAR R-151 and DVV R-311 to RAMMS INT. Thence....

MEDICINE BOW TRANSITION (MBW.RAMMS5): From over MBW VOR/DME via MBW R-147 and DVV R-311 to RAMMS INT. Thence....

ROCK SPRINGS TRANSITION (OCS.RAMMS5): From over OCS VORTAC via OCS R-093 and GLL R-276 to AUTIM INT, then via DVV R-311 to RAMMS INT. Thence....

....From over RAMMS INT via DVV R-311 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1. 14 JAN 2010 to 11 FEB 2010

WAAS CH 82209 W17A	APP CRS 169°	Rwy ldg 8000 TDZE 5488 Apt Elev 5512

RNAV (GPS) RWY 17
DENVER/FRONT RANGE (FTG)

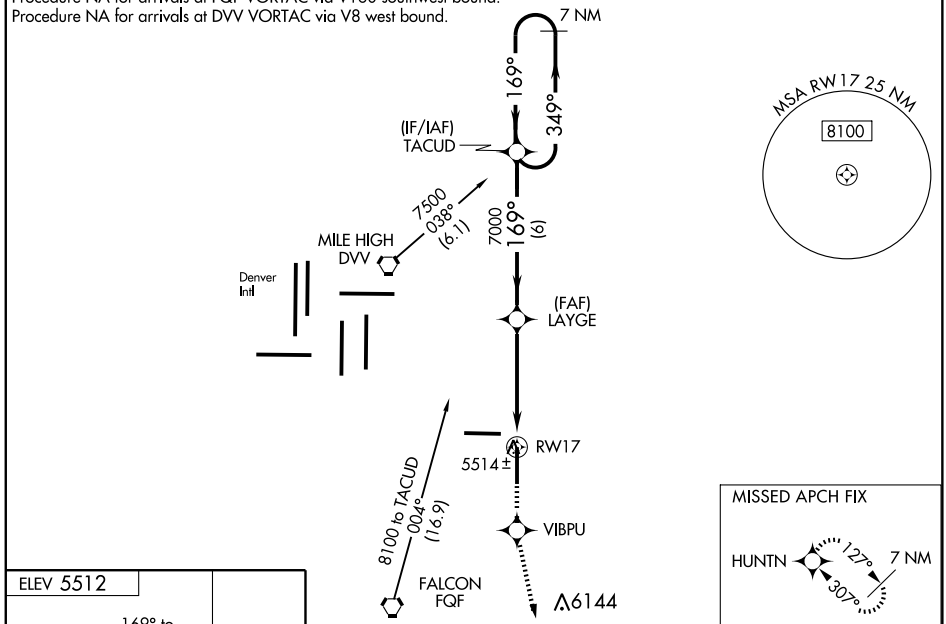
NA

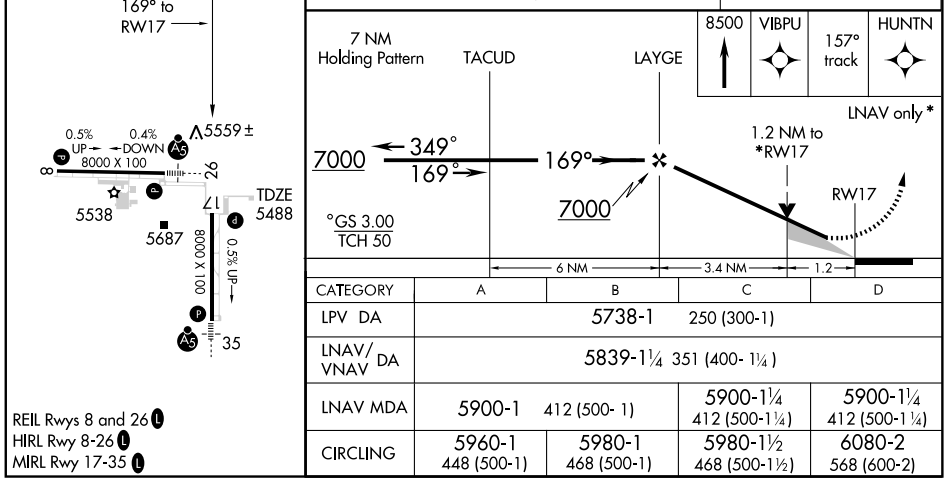
DME/DME RNP -0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 37°C (98°F). When local altimeter setting not received use Denver Intl altimeter setting and increase all DA 29 feet and all MDA 40 feet. Increase LNAV visibility Cat D to 1½ mile: Baro-VNAV and VDP NA when using Denver Intl altimeter setting.

MISSED APPROACH: Climb to 8500 direct VIBPU and via 157° track to HUNTN and hold.

ATIS	DENVER APP CON	FRONT RANGE TOWER*	GND CON	CLNC DEL	DENVER CLNC DEL	UNICOM
119.025	128.25 371.95	120.2 (CTAF) L	124.7	124.7	121.75 (When tower closed)	122.95

Procedure NA for arrivals at FQF VORTAC via V160 southwest bound.
Procedure NA for arrivals at DVV VORTAC via V8 west bound.





REIL Rwys 8 and 26 L
HIRL Rwy 8-26 L
MIRL Rwy 17-35 L

CATEGORY	A	B	C	D
LPV DA	5738-1 250 (300-1)			
LNAV/VNAV DA	5839-1¼ 351 (400- 1¼)			
LNAV MDA	5900-1 412 (500- 1)		5900-1¼ 412 (500-1¼)	5900-1¼ 412 (500-1 ¼)
CIRCLING	5960-1 448 (500-1)	5980-1 468 (500-1)	5980-1½ 468 (500-1½)	6080-2 568 (600-2)

SW-1, 14 JAN 2010 to 11 FEB 2010

WAAS CH 93909 W26A	APP CRS 260°	Rwy ldg 8000 TDZE 5485 Apt Elev 5512

RNAV (GPS) RWY 26

DENVER/ FRONT RANGE (FTG)

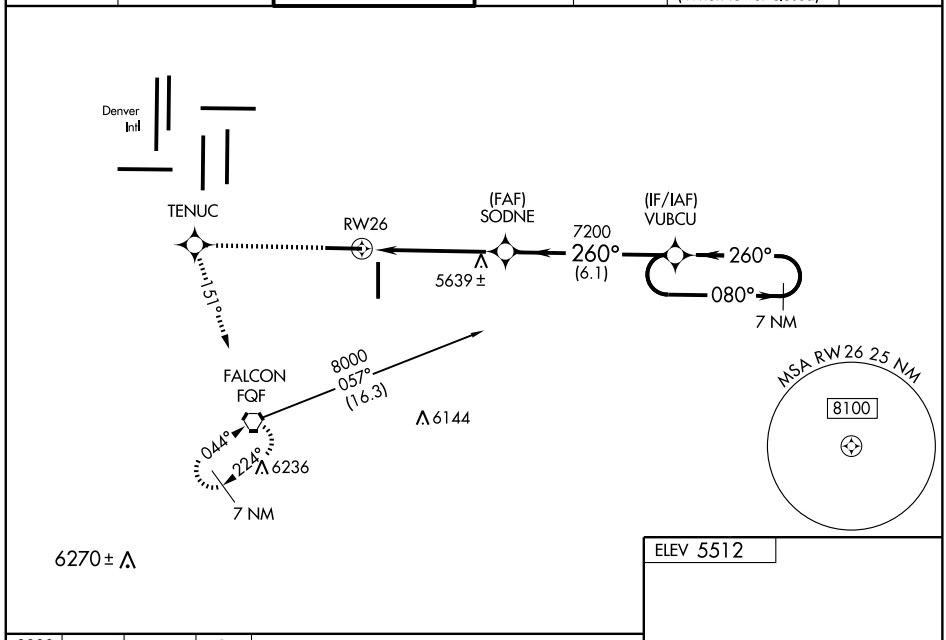
NA

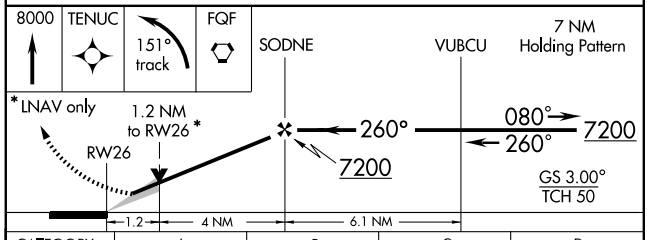
DME/DME RNP -0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 38° C (100°F). When local altimeter setting not received, use Denver Intl altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase LNAV/VNAV visibility Cat A, B, C to ¾ mile. For inoperative MALSR increase LNAV/VNAV visibility Cat D to 1 mile, LNAV visibility Cat D to 1¼ mile. For inoperative MALSR when using Denver Intl altimeter setting increase LPV visibility all Cats to 1 mile, LNAV/VNAV visibility all Cats to 1¼ mile. Baro-VNAV and VDP NA when using Denver Intl altimeter setting.

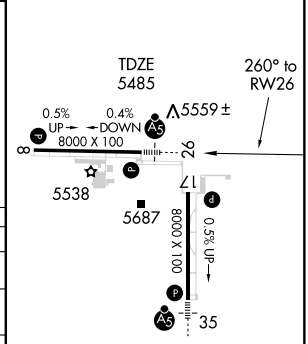
MALSR

MISSED APPROACH: Climb to 8000 direct TENUC and left turn via 151° track to FQF VORTAC and hold. Continue climb-in-hold to 8000.

ATIS	DENVER APP CON	FRONT RANGE TOWER*	GND CON	CLNC DEL	DENVER CLNC DEL	UNICOM
119.025	128.25 371.95	120.2 (CTAF) L	124.7	124.7	121.75 (When tower closed)	122.95







CATEGORY	A	B	C	D
LPV DA	5735-½ 250 (300-½)			
LNAV/VNAV DA	5786-½ 301 (300-½)			5786-¾ 301 (300-¾)
LNAV MDA	5900-½ 415 (500-½)		5900-¾ 415 (500-¾)	5900-1 415 (500-1)
CIRCLING	5960-1 448 (500-1)	5980-1 468 (500-1)	5980-1½ 468 (500-1½)	6080-2 568 (600-2)

SW-1, 14 JAN 2010 to 11 FEB 2010

WAAS CH 93809 W35A	APP CRS 349°	Rwy ldg 8000 TDZE 5512 Apt Elev 5512

RNAV (GPS) RWY 35
DENVER/ FRONT RANGE (FTG)

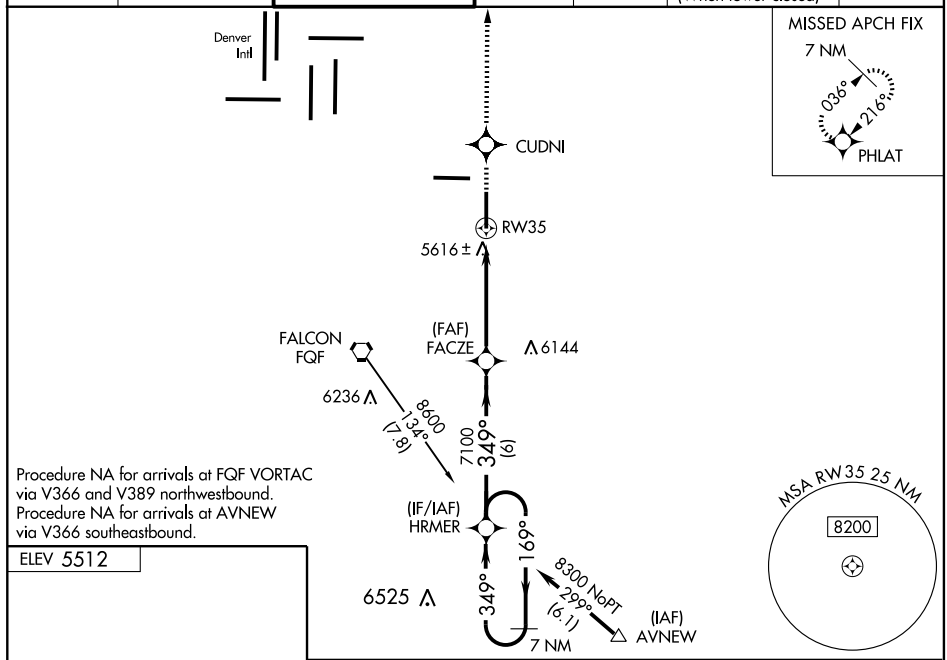
DME/DME RNP -0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 37°C (98°F). When local altimeter setting not received, use Denver Intl altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase LPV all Cats visibility to ¾ mile, LNAV/VNAV all Cats visibility to 1 mile, LNAV Cat C visibility to 1½ mile, Cat D visibility to 1¾ mile. For inoperative MALSR increase LPV all Cats visibility to 1 mile. For inoperative MALSR when using Denver Intl altimeter setting increase LPV all Cats visibility to 1¼ mile. Baro-VNAV and VDP NA when using Denver Intl altimeter setting.

NA

MALSR

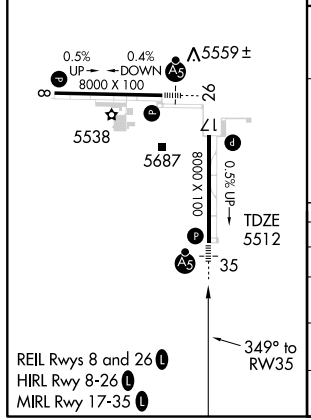
MISSED APPROACH: Climb to 8000 direct CUDNI then via 350° track to PHLAT and hold.

ATIS	DENVER APP CON	FRONT RANGE TOWER*	GND CON	CLNC DEL	DENVER CLNC DEL	UNICOM
119.025	128.25 371.95	120.2 (CTAF) L	124.7	124.7	121.75 (When tower closed)	122.95

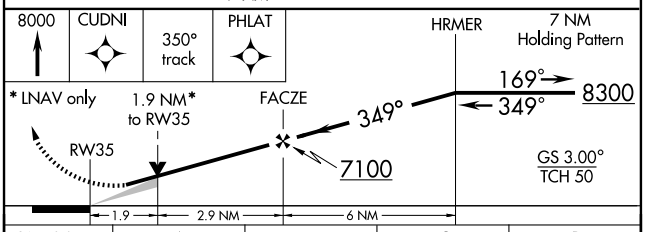


Procedure NA for arrivals at FQF VORTAC via V366 and V389 northwestbound.
Procedure NA for arrivals at AVNEW via V366 southeastbound.

ELEV 5512



REIL Rwys 8 and 26 L
HIRL Rwy 8-26 L
MIRL Rwy 17-35 L



CATEGORY	A	B	C	D
LPV DA	5828-½ 316 (400-½)			
LNAV/VNAV DA	5891-¾ 379 (400-¾)			
LNAV MDA	6180-½ 668 (700-½)		6180-1¼ 668 (700-1¼)	6180-1½ 668 (700-1½)
CIRCLING	6180-1 668 (700-1)		6180-1¾ 668 (700-1¾)	6180-2 668 (700-2)

SW-1, 14 JAN 2010 to 11 FEB 2010

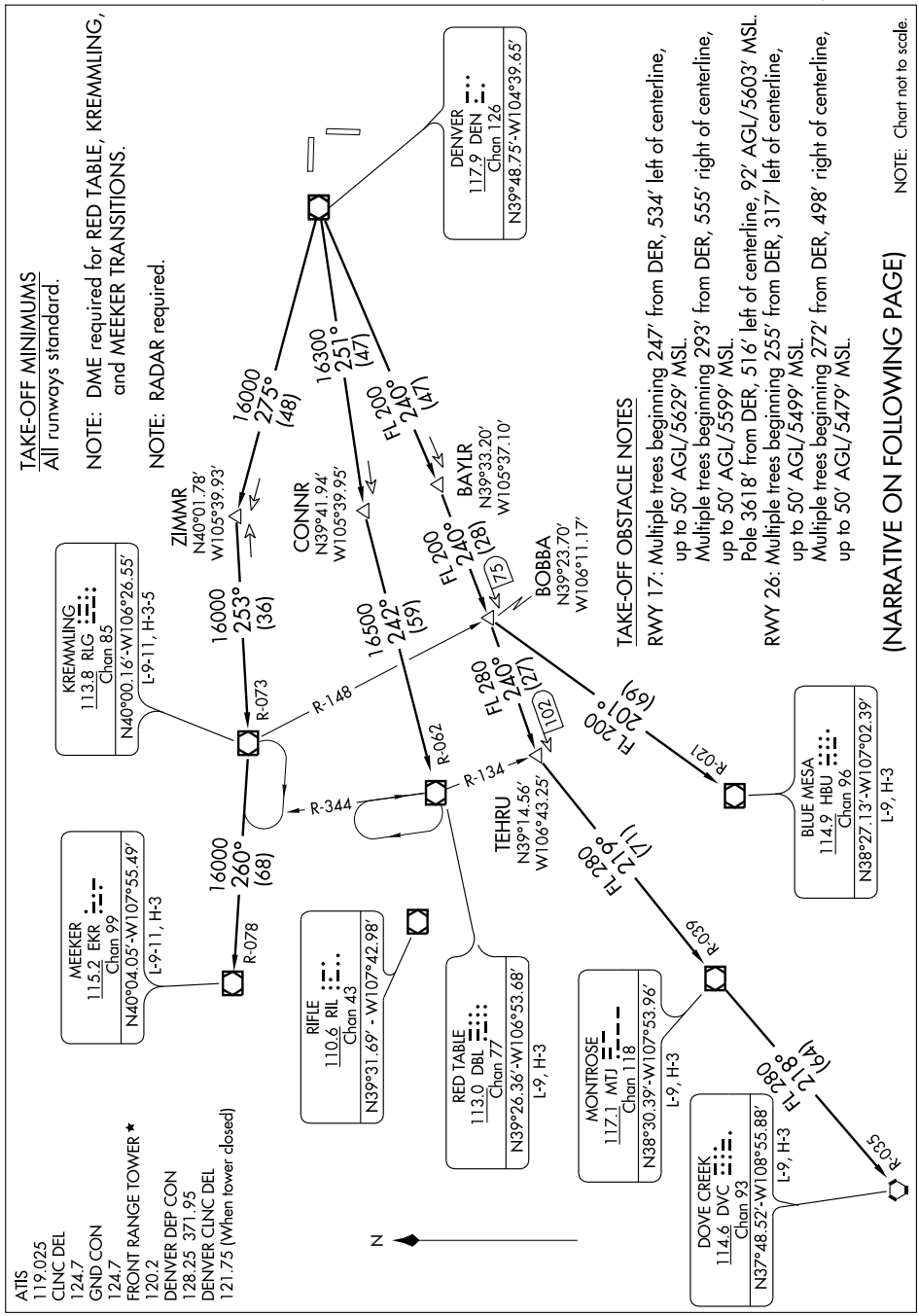
ROCKIES SEVEN DEPARTURE

SL-6851 (FAA)

TAKE-OFF MINIMUMS
All runways standard.

NOTE: DME required for RED TABLE, KREMMLING, and MEEKER TRANSITIONS.

NOTE: RADAR required.



TAKE-OFF OBSTACLE NOTES

RWY 17: Multiple trees beginning 247' from DER, 534' left of centerline, up to 50' AGL/5629' MSL.
Multiple trees beginning 293' from DER, 555' right of centerline, up to 50' AGL/5599' MSL.
Pole 3618' from DER, 516' left of centerline, 92' AGL/5603' MSL.

RWY 26: Multiple trees beginning 255' from DER, 317' left of centerline, up to 50' AGL/5499' MSL.
Multiple trees beginning 272' from DER, 498' right of centerline, up to 50' AGL/5479' MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

BLUE MESA (HI) TRANSITION (ROCKI7.HBU): From over DEN VOR/DME via DEN R-240 and HBU R-021 to HBU VOR/DME.

DOVE CREEK (HI) TRANSITION (ROCKI7.DVC): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME, then via MTJ R-218 and DVC R-035 to DVC VORTAC.

KREMMLING TRANSITION (ROCKI7.RLG): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI7.EKR): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME, then via RLG R-260 and EKR R-078 to EKR VOR/DME.

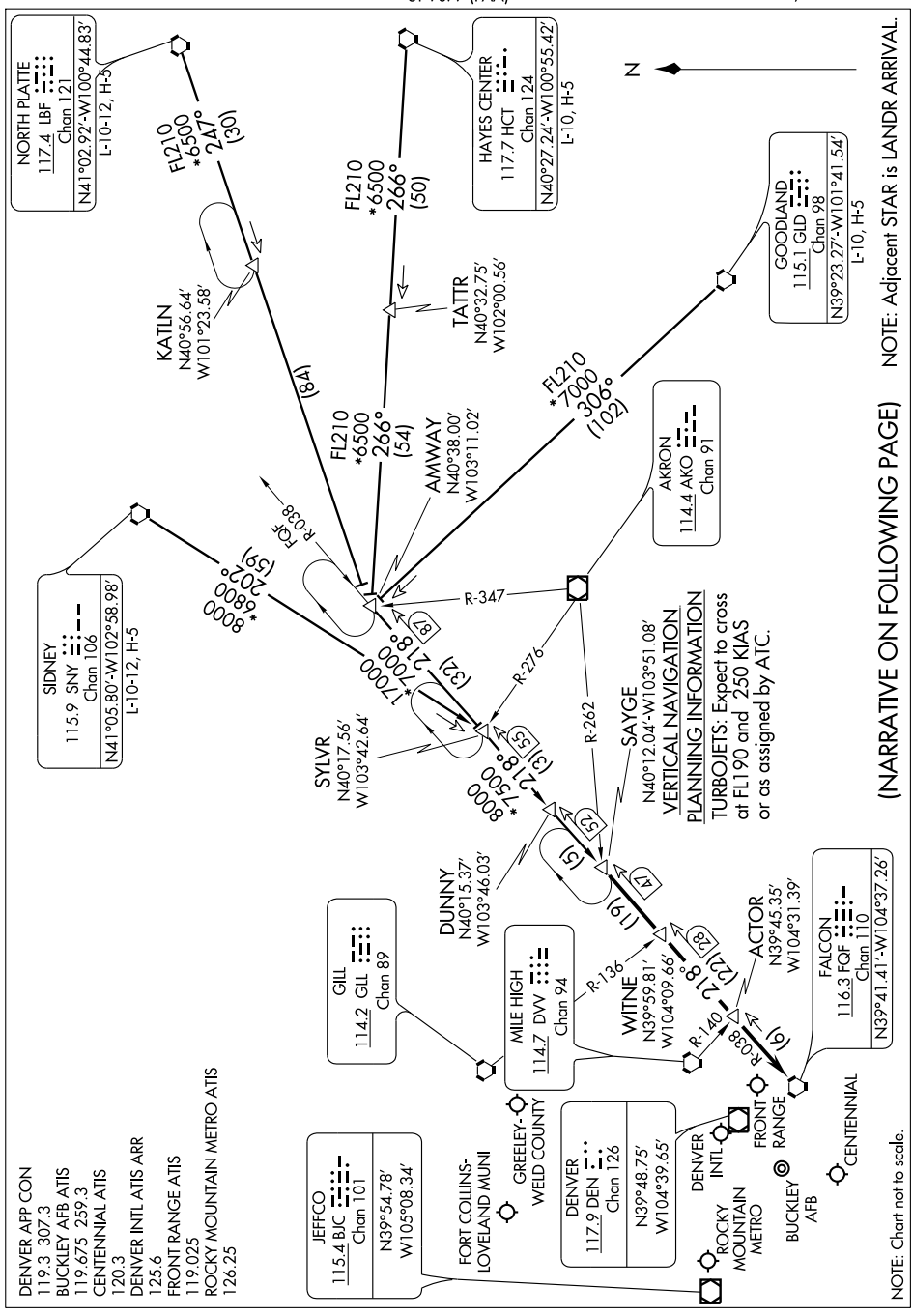
MONTROSE TRANSITION (ROCKI7.MTJ): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME.

RED TABLE TRANSITION (ROCKI7.DBL): From over DEN VOR/DME via DEN R-251 and DBL R-062 to DBL VOR/DME.

SAYGE SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect to cross at FL190 and 250 KIAS or as assigned by ATC.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Adjacent STAR is LANDR ARRIVAL.

SAYGE SIX ARRIVAL

ARRIVAL DESCRIPTION

GOODLAND TRANSITION (GLD.SAYGE6): From over GLD VORTAC via GLD R-306 and FQF R-038 to SAYGE INT. Thence....

HAYES CENTER TRANSITION (HCT.SAYGE6): From over HCT VORTAC via HCT R-266 and FQF R-038 to SAYGE INT. Thence....

NORTH PLATTE TRANSITION (LBF.SAYGE6): From over LBF VORTAC via LBF R-247 and FQF R-038 to SAYGE INT. Thence....

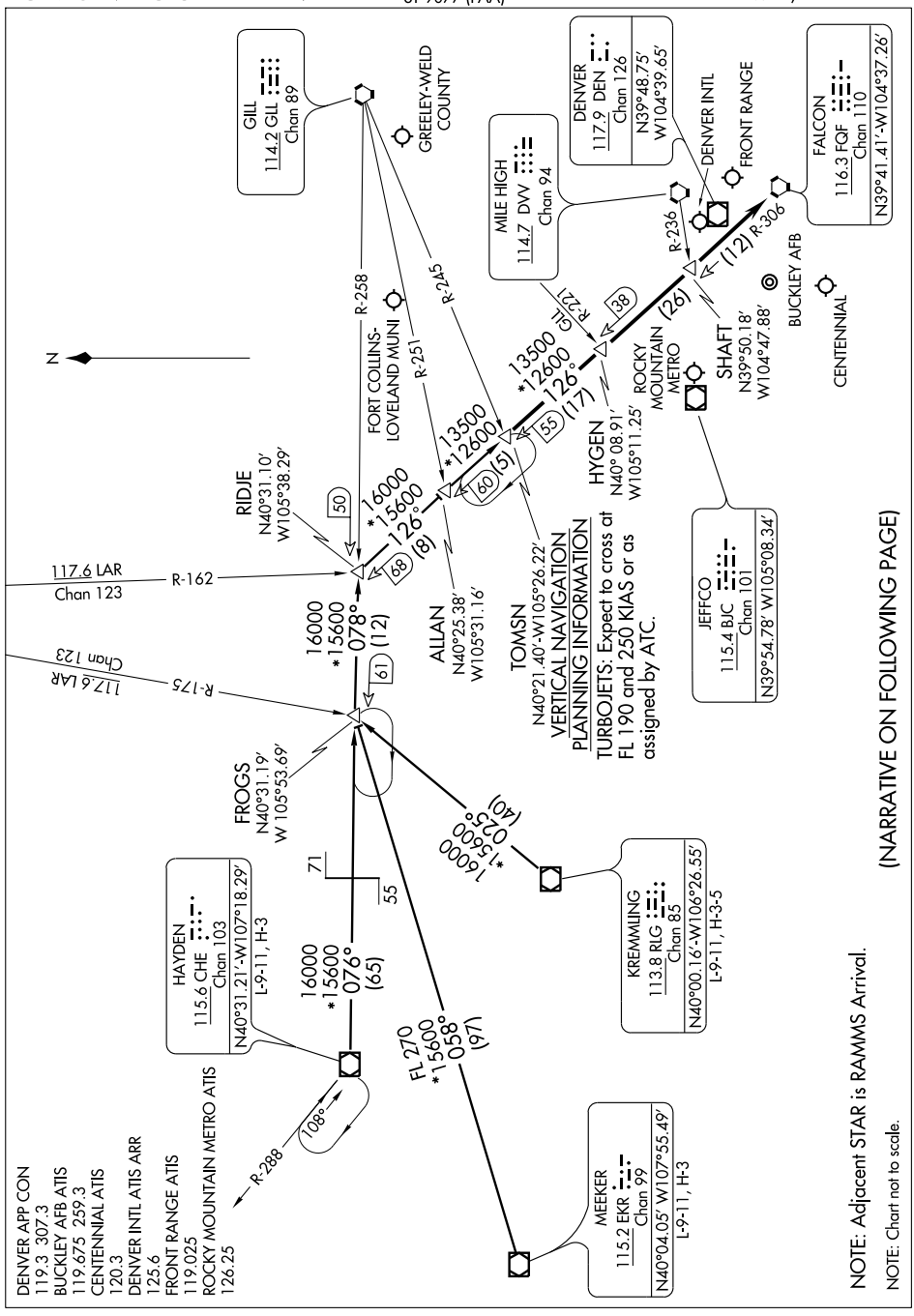
SIDNEY TRANSITION (SNY.SAYGE6): From over SNY VORTAC via SNY R-202 and FQF R-038 to SAYGE INT. Thence....

....From over SAYGE INT via FQF R-038 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

TOMSN FOUR ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



NOTE: Adjacent STAR is RAMMS Arrival.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

TOMSN FOUR ARRIVAL

ARRIVAL DESCRIPTION

HAYDEN TRANSITION (CHE.TOMSN4): From over CHE VOR/DME via CHE R-076 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

KREMMLING TRANSITION (RLG.TOMSN4): From over RLG VOR/DME via RLG R-025 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

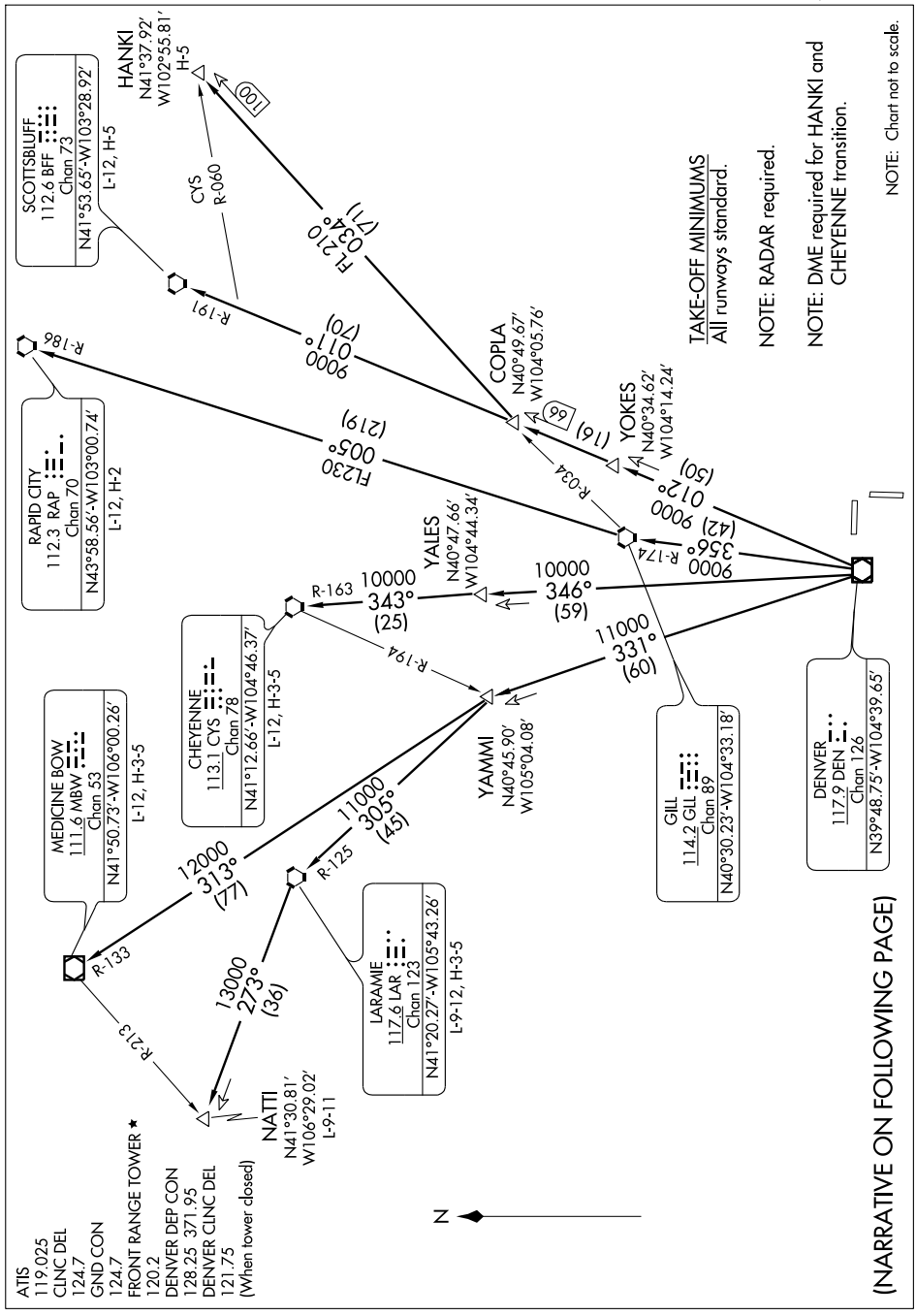
MEEKER TRANSITION (EKR.TOMSN4): From over EKR VOR/DME via EKR R-058 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

....From over TOMSN INT via FQF R-306 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1. 14 JAN 2010 to 11 FEB 2010

YELLOWSTONE SIX DEPARTURE

DENVER/ FRONT RANGE (FTG)
DENVER, COLORADO



(NARRATIVE ON FOLLOWING PAGE)

YELLOWSTONE SIX DEPARTURE

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition.
Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

CHEYENNE TRANSITION (YELLO6.CYS): From over DEN VOR/DME via DEN R-346 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLO6.HANKI): From over DEN VOR/DME via DEN R-012 and GLL R-034 to HANKI INT.

LARAMIE TRANSITION (YELLO6.LAR): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC.

MEDICINE BOW TRANSITION (YELLO6.MBW): From over DEN VOR/DME via DEN R-331 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLO6.NATTI): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC, then via LAR R-273 to NATTI INT.

RAPID CITY TRANSITION (YELLO6.RAP): From over DEN VOR/DME via DEN R-356 and GLL R-174 to GLL VORTAC, then via GLL R-005 and RAP R-186 to RAP VORTAC.

SCOTTSBLUFF TRANSITION (YELLO6.BFF): From over DEN VOR/DME via DEN R-012 and BFF R-191 to BFF VORTAC.

TAKE-OFF OBSTACLE NOTES

RWY 17: Multiple trees beginning 247′ from DER, 534′ left of centerline, up to 50′ AGL/5629′ MSL.
Multiple trees beginning 293′ from DER, 555′ right of centerline, up to 50′ AGL/5599′ MSL.
Pole 3618′ from DER, 516′ left of centerline, 92′ AGL/5603′ MSL.

RWY 26: Multiple trees beginning 255′ from DER, 317′ left of centerline, up to 50′ AGL/5499′ MSL.
Multiple trees beginning 272′ from DER, 498′ right of centerline, up to 50′ AGL/5479′ MSL.

LOC I-DRO	APP CRS	Rwy ldg	9201
109.1	027°	TDZE	6638
		Apt Elev	6685

ILS or LOC/DME RWY 3

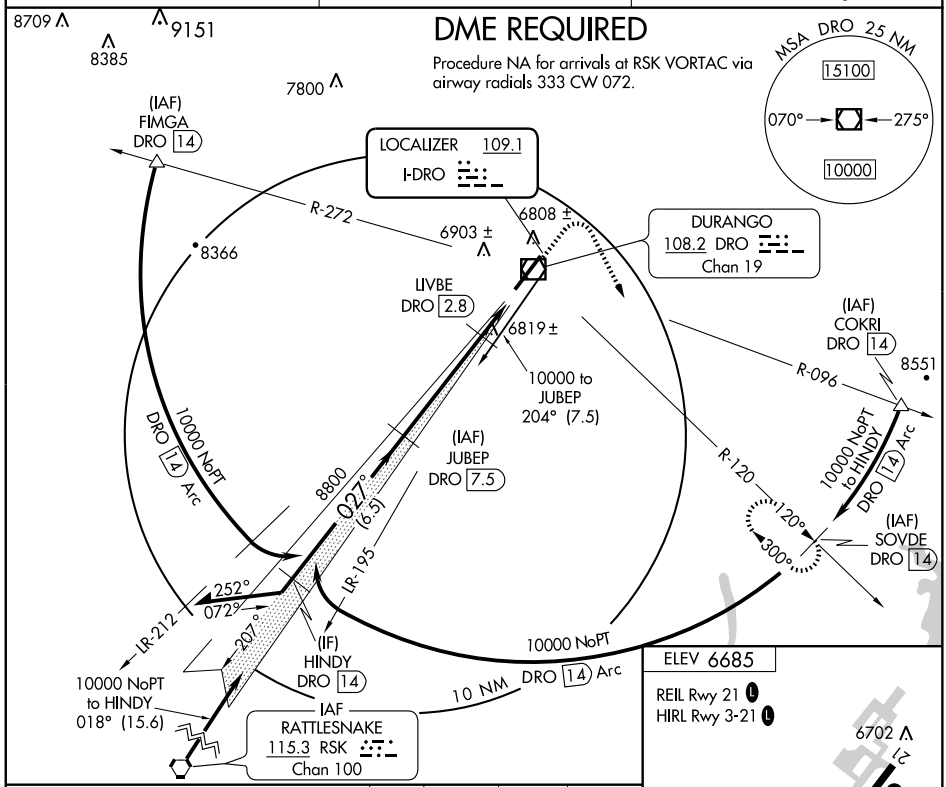
DURANGO-LA PLATA COUNTY (DRO)

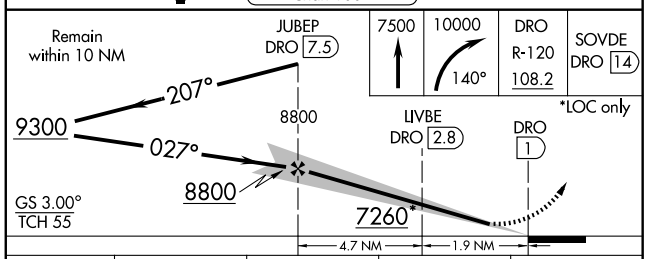
DME from DRO VOR/DME.
Simultaneous reception of I-DRO and DRO VOR/DME required.

MALSR

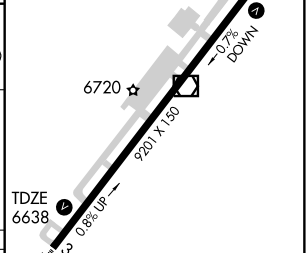
MISSED APPROACH: Climb to 7500 then climbing right turn to 10000 via heading 140° and DRO VOR/DME R-120 to SOVDE/14 DME and hold. Continue climb-in-hold to 10000.

ASOS	DENVER CENTER	UNICOM
120.625	118.575 348.7	122.8 (CTAF)





CATEGORY	A	B	C	D
S-ILS 3	6838-½ 200 (200-½)			
S-LOC 3	7080-½ 442 (400-½)		7080-¾ 442 (400-¾)	7080-1 442 (400-1)
CIRCLING	7180-1 495 (500-1)	7200-1 515 (600-1)	7220-1½ 535 (600-1½)	7260-2 575 (600-2)



SW-1, 14 JAN 2010 to 11 FEB 2010

WAAS CH 53710 W03A	APP CRS 027°	Rwy ldg 9201 TDZE 6638 Apt Elev 6685

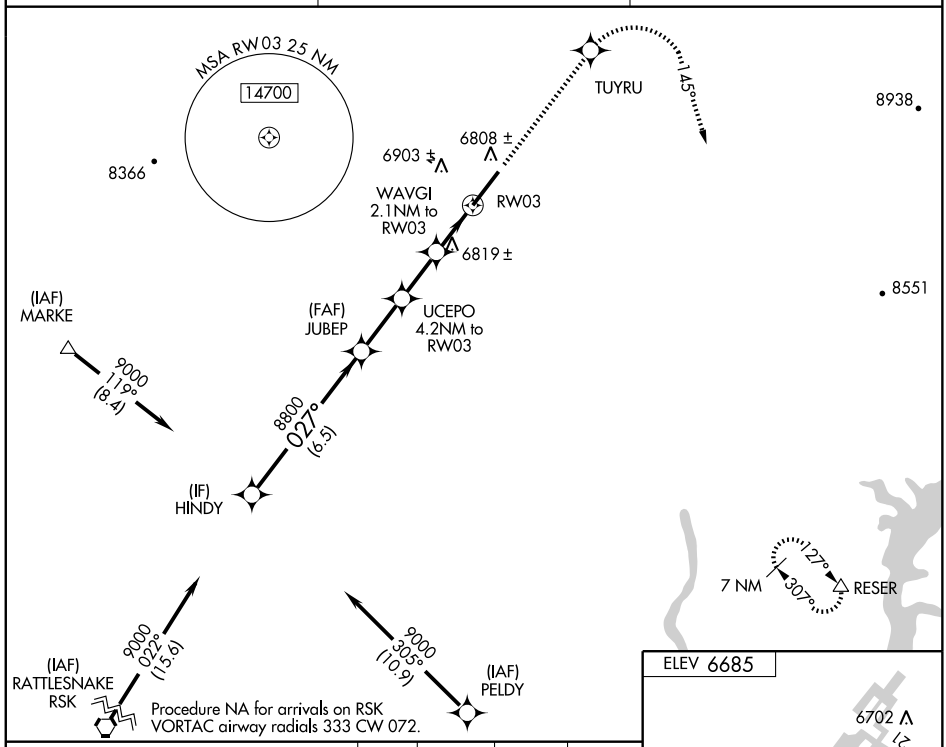
RNAV (GPS) RWY 3
DURANGO-LA PLATA COUNTY (DRO)

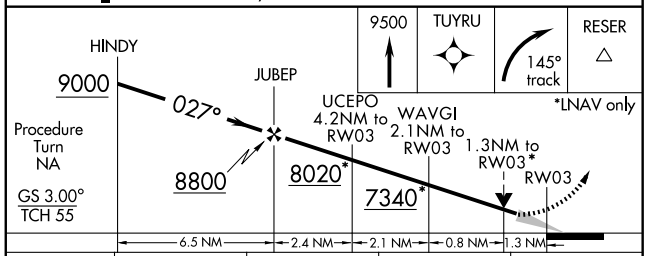
For uncompensated Baro-VNAV systems, procedure NA below -28°C (-18°F) or above 36°C (96°F). DME/DME RNP-0.3 NA.

MALSR

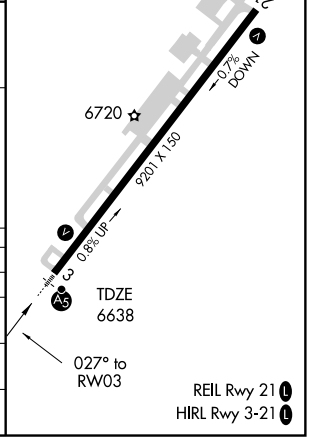
MISSED APPROACH: Climb to 9500 direct TUYRU then climbing right turn via 145° track to RESER and hold.

ASOS	DENVER CENTER	UNICOM
120.625	118.575 348.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	6838-½ 200 (200-½)			
LNAV/VNAV DA	6980-¾ 342 (300-¾)			
LNAV MDA	7080-½ 442 (400-½)		7080-¾ 442 (400-¾)	7080-1 442 (400-1)
CIRCLING	7180-1 495 (500-1)	7200-1 515 (600-1)	7220-1½ 535 (600-1½)	7260-2 575 (600-2)



VOR/DME DRO 108.2 Chan 19	APP CRS 030°	Rwy ldg 9201 TDZE 6639 Apt Elev 6685

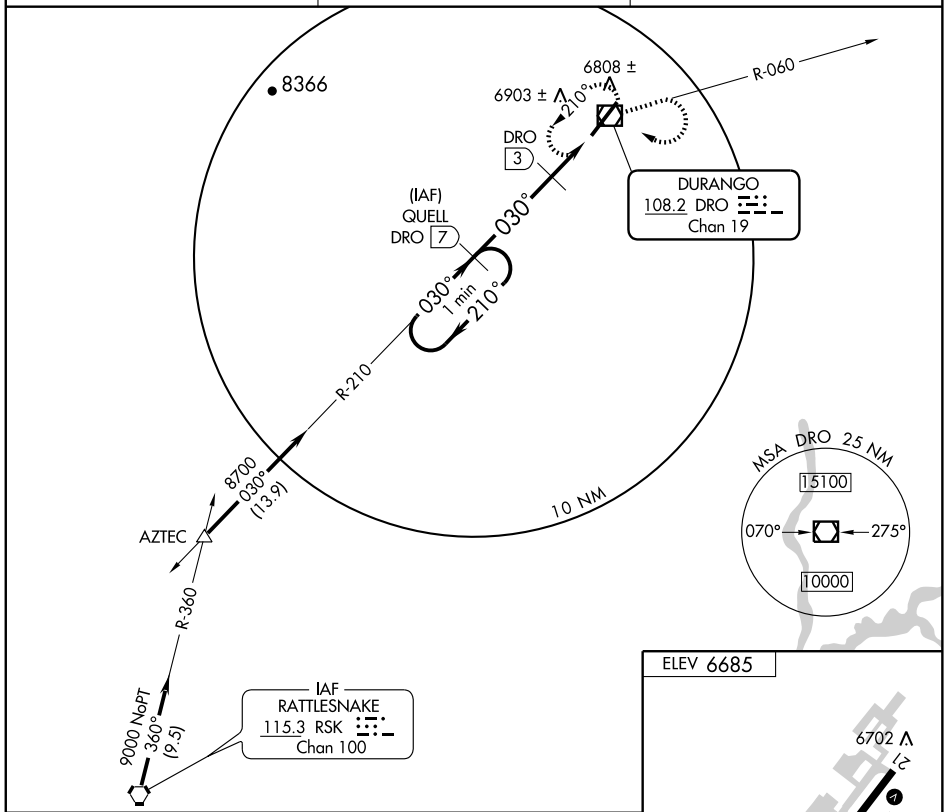
VOR/DME RWY 3
DURANGO-LA PLATA COUNTY (DRO)

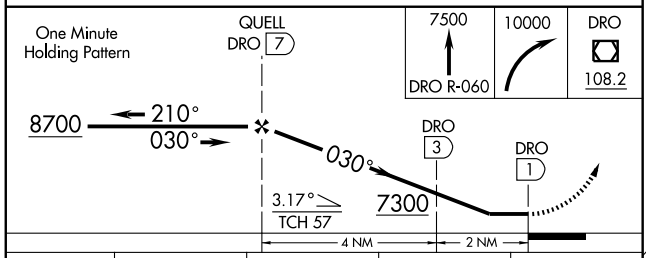
Cat. D S-3 visibility increased ¼ mile for inoperative MALSR.

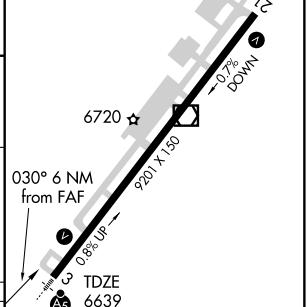
MALSR

MISSED APPROACH: Climb on R-060 to 7500, then climbing right turn to 10,000 direct DRO VOR/DME and hold.

ASOS	DENVER CENTER	UNICOM
120.625	118.575 348.7	122.8 (CTAF) L



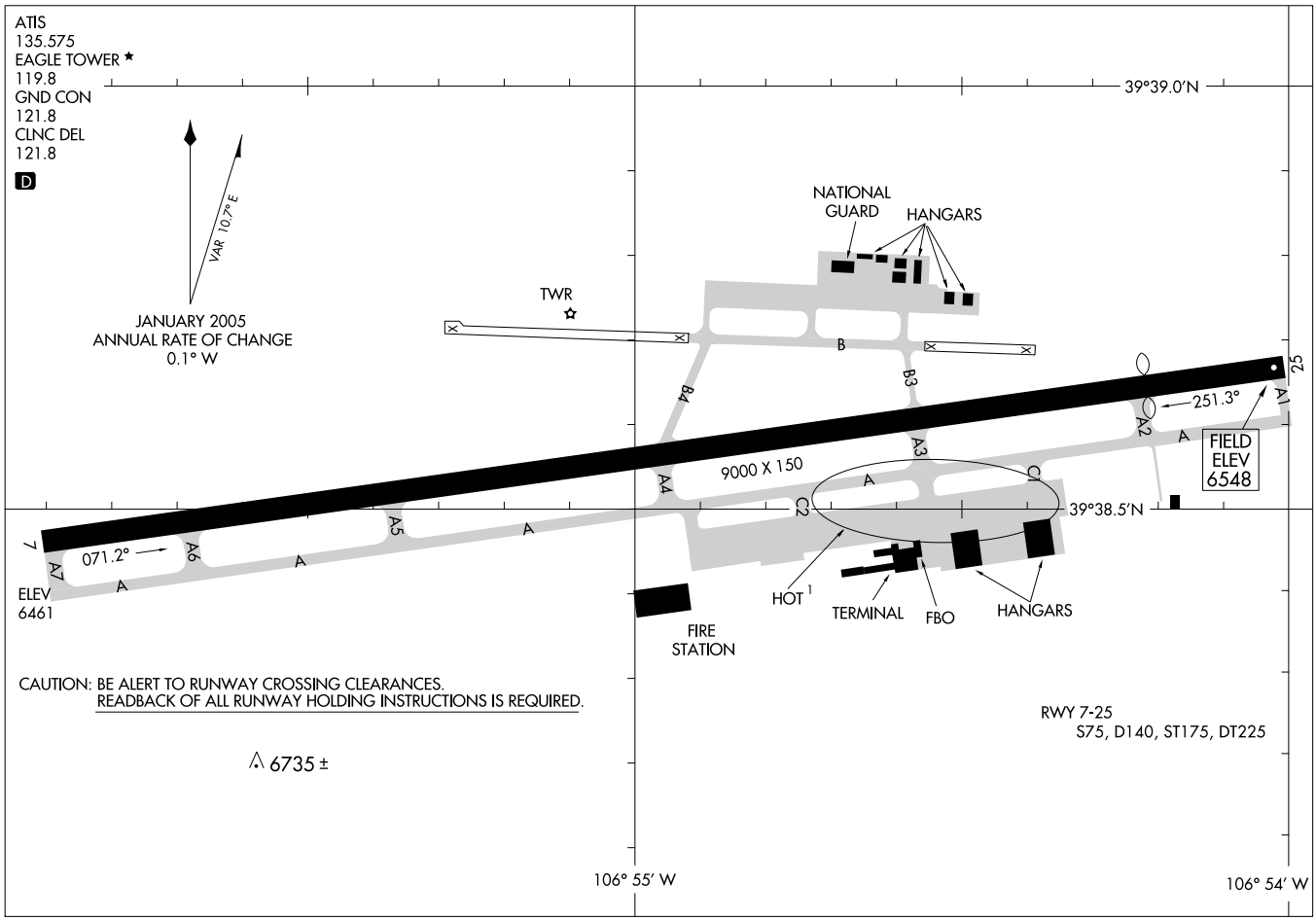




CATEGORY	A	B	C	D
S-3	7020-½ 381 (400-½)			7020-1 381 (400-1)
CIRCLING	7180-1 495 (500-1)	7200-1 515 (600-1)	7220-1½ 535 (600-1½)	7260-2 575 (600-2)

REIL Rwy 21 L
HIRL Rwy 3-21 L

SW-1, 14 JAN 2010 to 11 FEB 2010



AIRPORT DIAGRAM

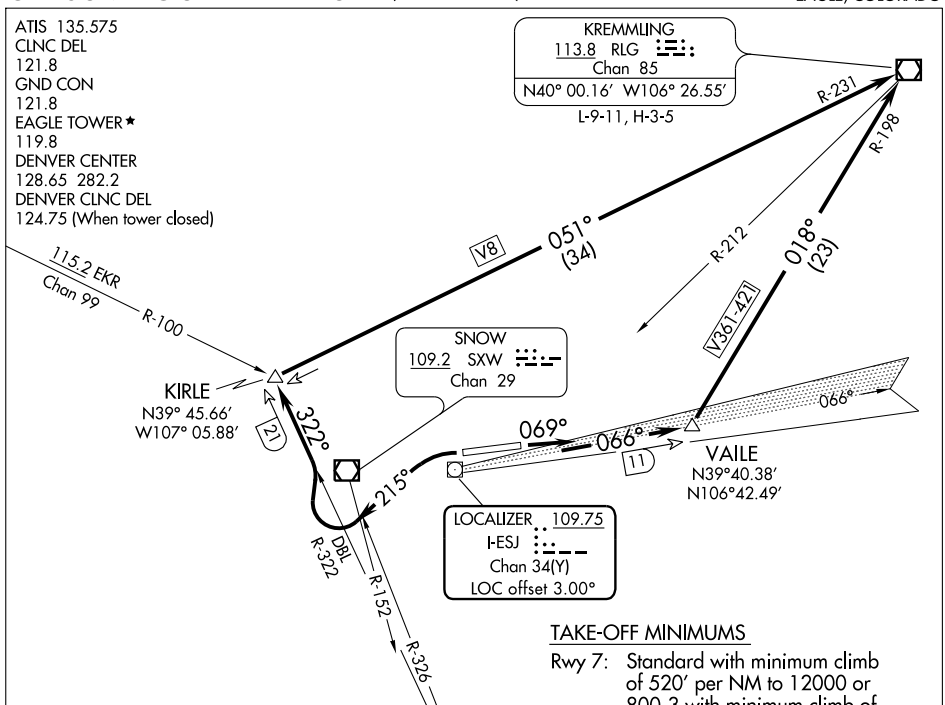
AL-6403 (FAA)

EAGLE COUNTY RGNL (EGE)
EAGLE, COLORADO

GYPSUM FOUR DEPARTURE (OBSTACLE)

EAGLE COUNTY RGNL (EGE)
EAGLE, COLORADO

ATIS 135.575
CLNC DEL
121.8
GND CON
121.8
EAGLE TOWER ★
119.8
DENVER CENTER
128.65 282.2
DENVER CLNC DEL
124.75 (When tower closed)



TAKE-OFF MINIMUMS

Rwy 7: Standard with minimum climb of 520′ per NM to 12000 or 800-3 with minimum climb of 415′ per NM to 12000 or . . .

Rwy 25: Standard with minimum climb of 815′ per NM to 9000 or . . .

. . . 4100-3 for climb in visual conditions

TAKEOFF OBSTACLE NOTES

Rwy 7: Windsock 99′ from DER, 352′ left of centerline, 12′ AGL/6552′ MSL.
OL on tower 2.2 NM from DER, 1688′ right of centerline, 57′ AGL/7057′ MSL.
Trees beginning 1.1 NM from DER, 1945′ right of centerline, up to 18′ AGL/7017′ MSL.
Tree 2.2 NM from DER, 3227′ right of centerline, 27′ AGL/7252′ MSL.

Rwy 25: Multiple trees beginning 1.6 NM from DER, 233′ left of centerline, up to 15′ AGL/7694′ MSL.
Pole 2 NM from DER, 111′ left of centerline, 14′ AGL/7333′ MSL.
Multiple trees beginning 1.4 NM from DER, 795′ right of centerline, up to 16′ AGL/7615′ MSL.
Multiple poles, tank, and OL on tower beginning 1.4 NM from DER, 77′ right of centerline, up to 37′ AGL/7716′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7: Climb heading 069° and I-ESJ northeast course to VAILE INT/I-ESJ 11 DME then turn left via RLG R-198 to RLG VOR/DME or . . .

TAKE-OFF RUNWAY 25: Climbing left turn heading 215°, upon crossing SXW R-152 or DBL R-326 turn right via DBL R-322 to KIRLE INT/DBL 21 DME then turn right via RLG R-231 to RLG VOR/DME or . . .

. . . Climb in visual conditions to cross Eagle County Rgnl Airport northeast bound at or above 10500, then via RLG R-212 to RLG VOR/DME.

SW-1. 14 JAN 2010 to 11 FEB 2010

LOC/DME I-ESJ	APP CRS	Rwy ldg	8000
109.75	246°	TDZE	6540
Chan 34 (Y)		Apt Elev	6540

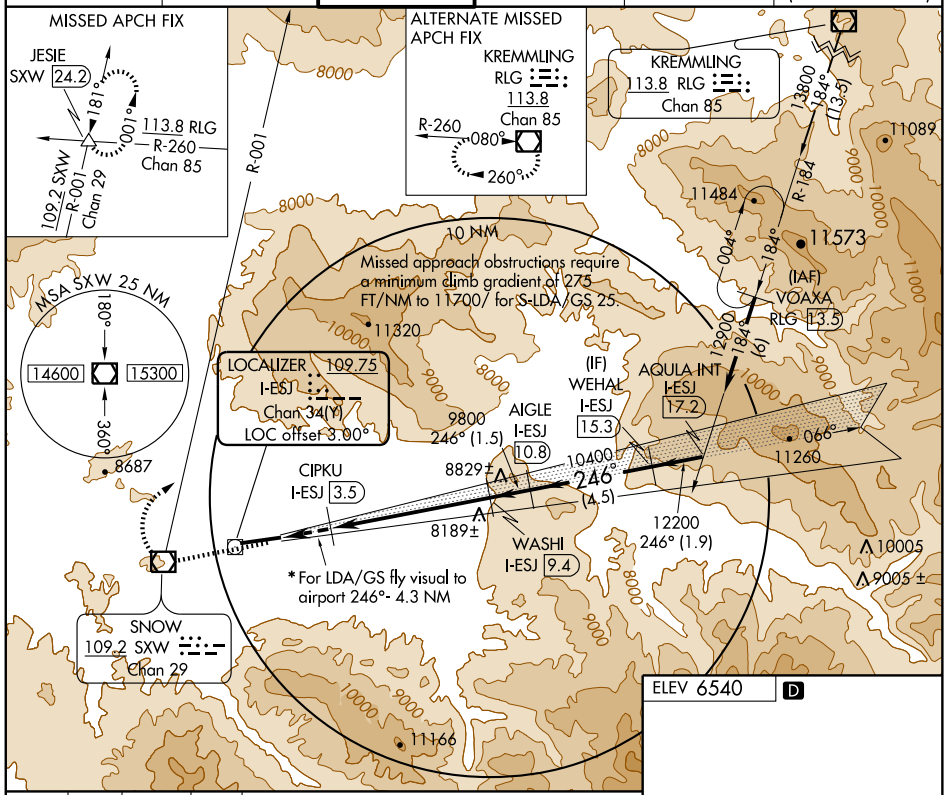
LDA/DME RWY 25
EAGLE COUNTY RGNL (EGE)

Inoperative table does not apply.
At night increase LDA/GS visibility to 5 miles.
* Fly visual to airport authorized during day only.

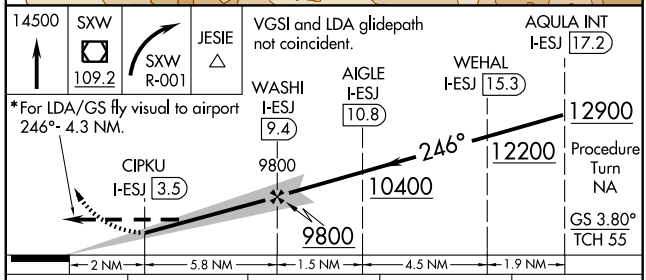
MALSR

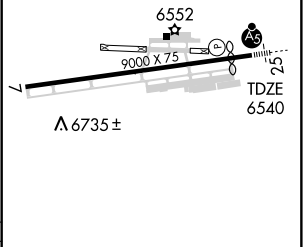
MISSED APPROACH: Climb to 14500 direct SXW VOR/DME and climbing right turn via SXW R-001 to JESIE INT/SXW 24.2 DME and hold.

ATIS	DENVER CENTER	EAGLE TOWER*	GND CON	CLNC DEL	DENVER CLNC DEL
135.575	128.65 282.2	119.8 (CTAF) L	121.8	121.8	124.75 (When tower closed)



ELEV 6540 D





CATEGORY	A	B	C	D
S-LDA/GS 25	8330-3 1790 (1800-3)			NA
S-LDA 25	8620-2½ 2080 (2100-2½)		8620-3 2080 (2100-3)	NA

HIRL Rwy 7-25 L
REIL Rwy 7 L

SW-1, 14 JAN 2010 to 11 FEB 2010

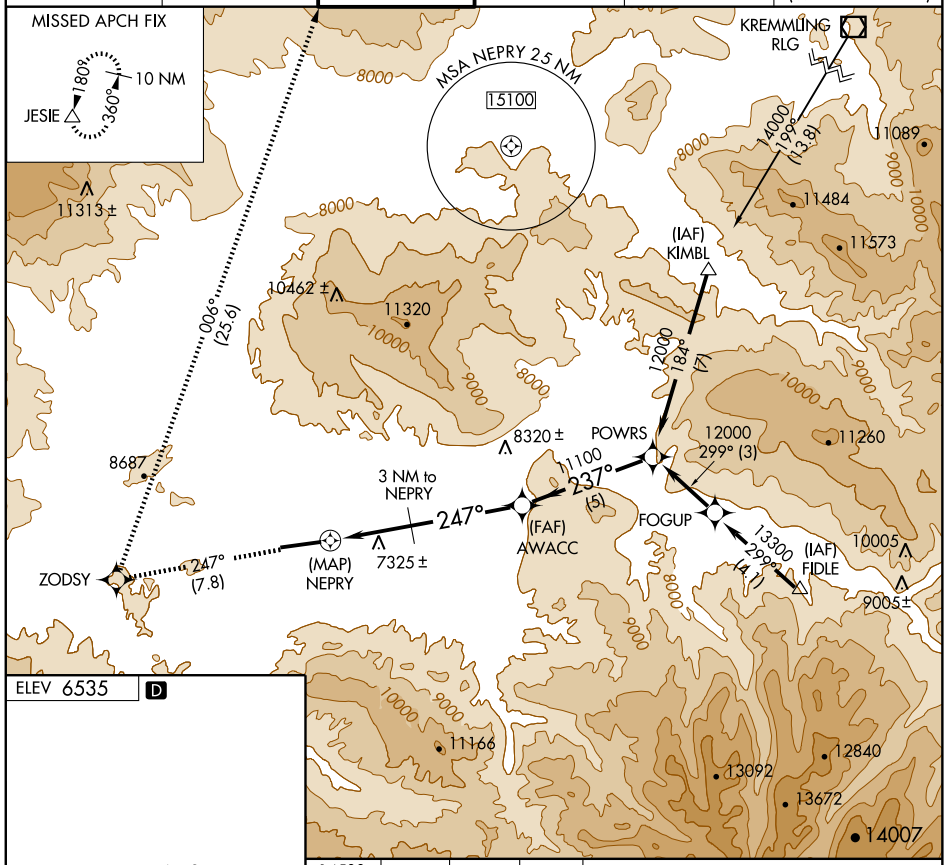
APP CRS	Rwy Idg	N/A
247°	TDZE	N/A
	Apt Elev	6535

RNAV (GPS) -D
EAGLE COUNTY RGNL (EGE)

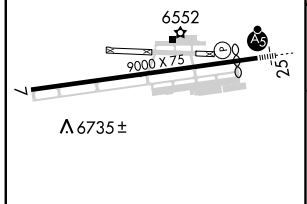
GPS or RNP-0.3 required. DME/DME RNP- 0.3 NA. Circling south of Rwy 7-25 not authorized for Cat. C and D at night.

MISSED APPROACH: Climb to 14500 via 247° course to ZODSY WP, then via 006° course to JESIE WP and hold.

ATIS	DENVER CENTER	EAGLE TOWER ★	GND CON	CLNC DEL	DENVER CLNC DEL
135.575	128.65 282.2	119.8 (CTAF)	121.8	121.8	124.75 (When tower closed)

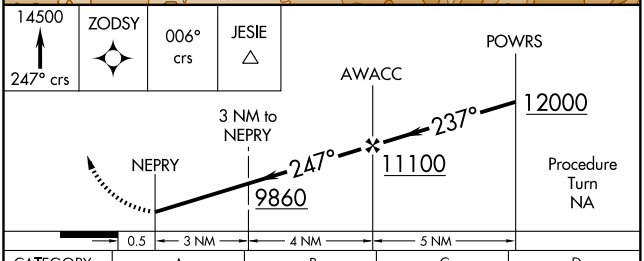


ELEV 6535 D



HIRL Rwy 7-25 L
REIL Rwy 7 L

14500 247° crs	ZODSY	006° crs	JESIE



CATEGORY	A	B	C	D
CIRCLING	8900-1¼ 2365 (2400-1¼)	8900-1½ 2365 (2400-1½)	8900-3 2365 (2400-3)	

SW-1, 14 JAN 2010 to 11 FEB 2010

ERIE, COLORADO

AL-6664 (FAA)

VOR/DME BJC 115.4 Chan 101	APP CRS 203°	Rwy ldg N/A TDZE N/A Apt Elev 5130

VOR/DME or GPS-A

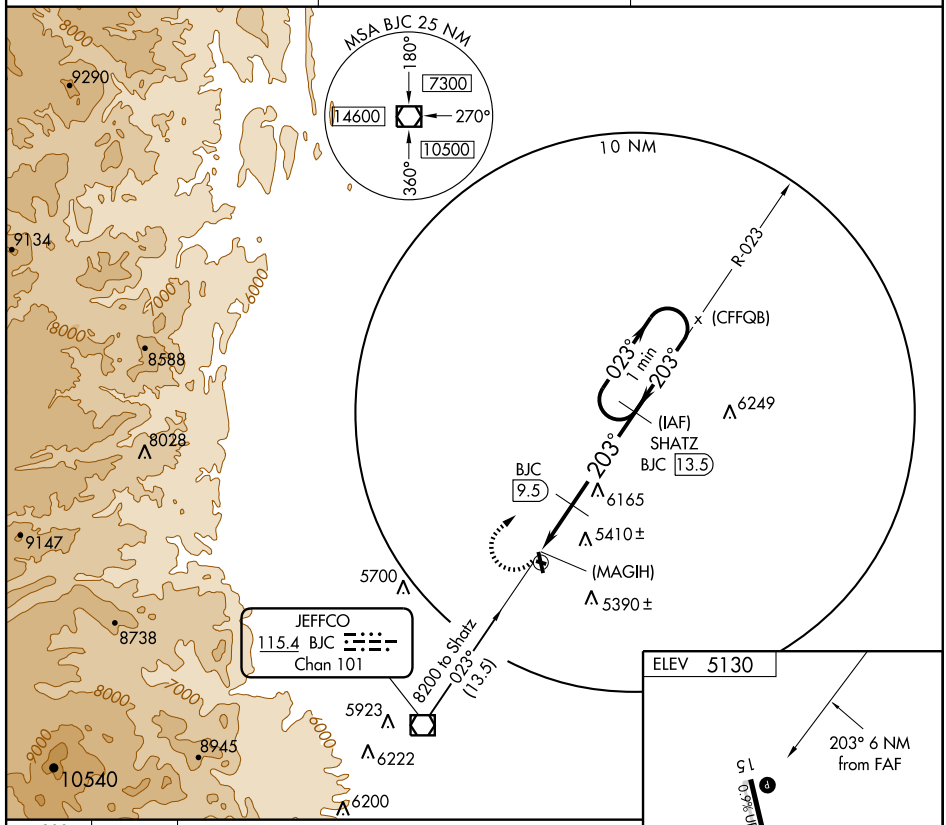
ERIE MUNI (EIK)

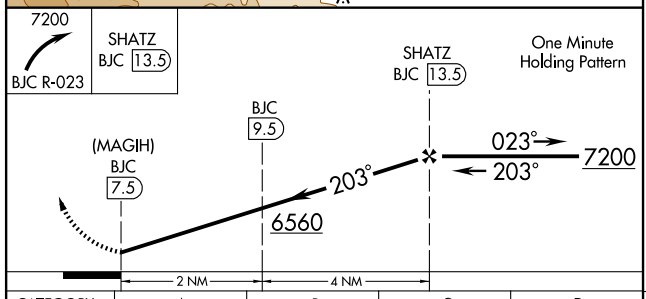
NA

Use Denver Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 7200 via BJC R-023to SHATZ/13.5 DME and hold.

AWOS-3	DENVER APP CON	UNICOM
133.825	126.1 360.75	123.0 (CTAF) L





REIL Rwy 15 L

MIRL Rwy 15-33 L

CATEGORY	A	B	C	D
CIRCLING	5840-1 710 (800-1)	5860-1 730 (800-1)	5880-2 ¼ 750 (800-2¼)	NA

Knots	60	90	120	150	180
Min:Sec					

SW-1, 14 JAN 2010 to 11 FEB 2010

COPTER NDB 314°

NDB IHS	APCH CRS	Rwy ldg	4572
335	314°	TDZE	5823
		Arpt Elev	5838

AL-6594 [USA]

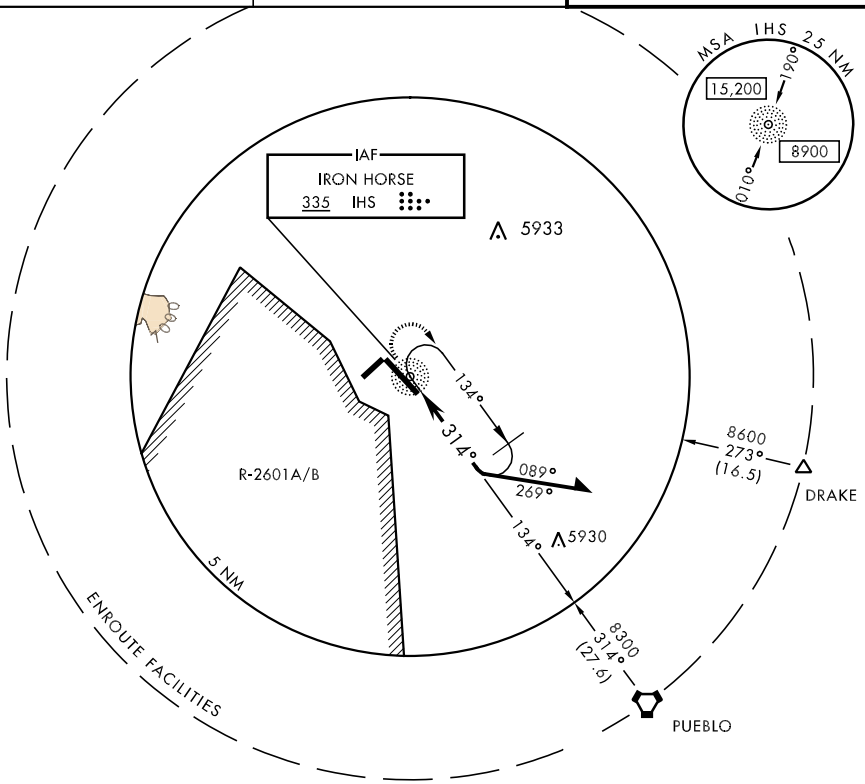
BUTTS AAF (KFCS)

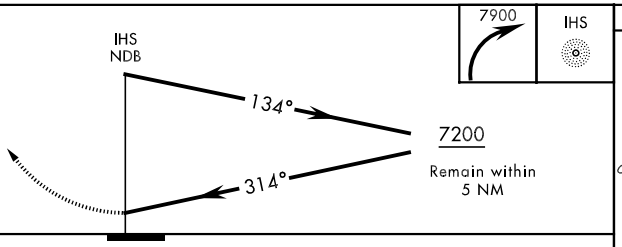
NA

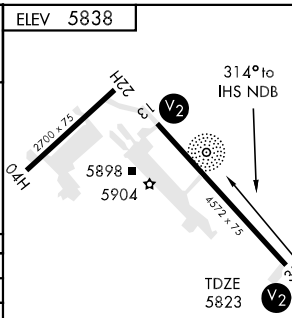
When control zone not in effect, use Colorado Springs, CO altimeter setting

MISSED APPROACH: Climbing right turn to 7900 in IHS holding pattern.

ATIS	SPRINGS APP CON	BUTTS TOWER
108.8	124.0 257.875	125.5 229.4 41.5







CATEGORY	COPTER		
H-314°	6280-½	457	(500-½)
CITY OF COLORADO SPRINGS MUNI ALTIMETER SETTING MINIMUMS			
H-314°	6360-½	537	(600-½)

VOR or GPS RWY 31

BUTTS AAF (KFCS)

AL-6594 [USA]

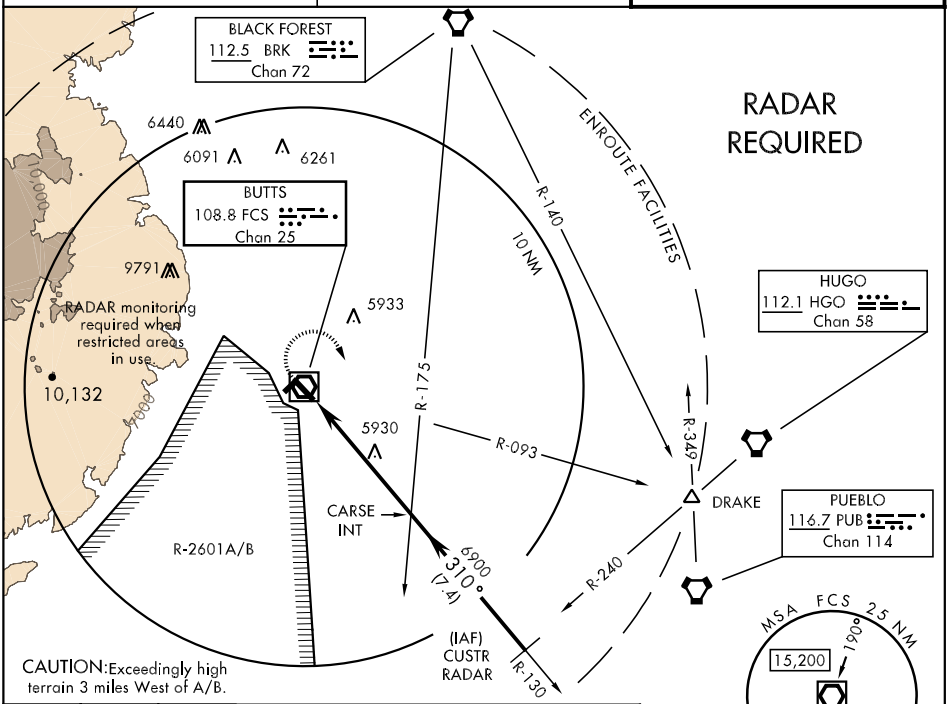
VOR/DME FCS 108.8 Chan 25	APCH CRS 310°	Rwy ldg 4572 TDZE 5823 Arpt Elev 5838

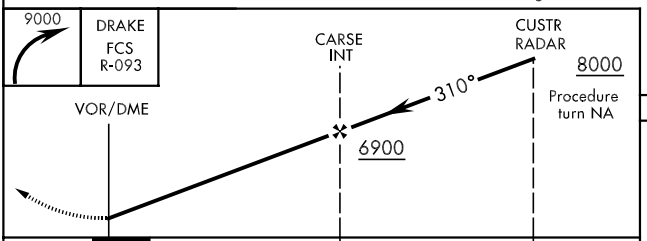
NA

When control zone not in effect use Colorado Springs, CO altimeter setting.

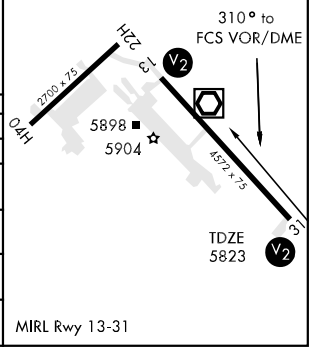
MISSED APPROACH: Climbing right turn to 9000 via FCS VOR/DME R-093 to DRAKE INT.

ATIS	SPRINGS APP CON	BUTTS TOWER
108.8	124.0 257.875	125.5 229.4 41.5





ELEV 5838

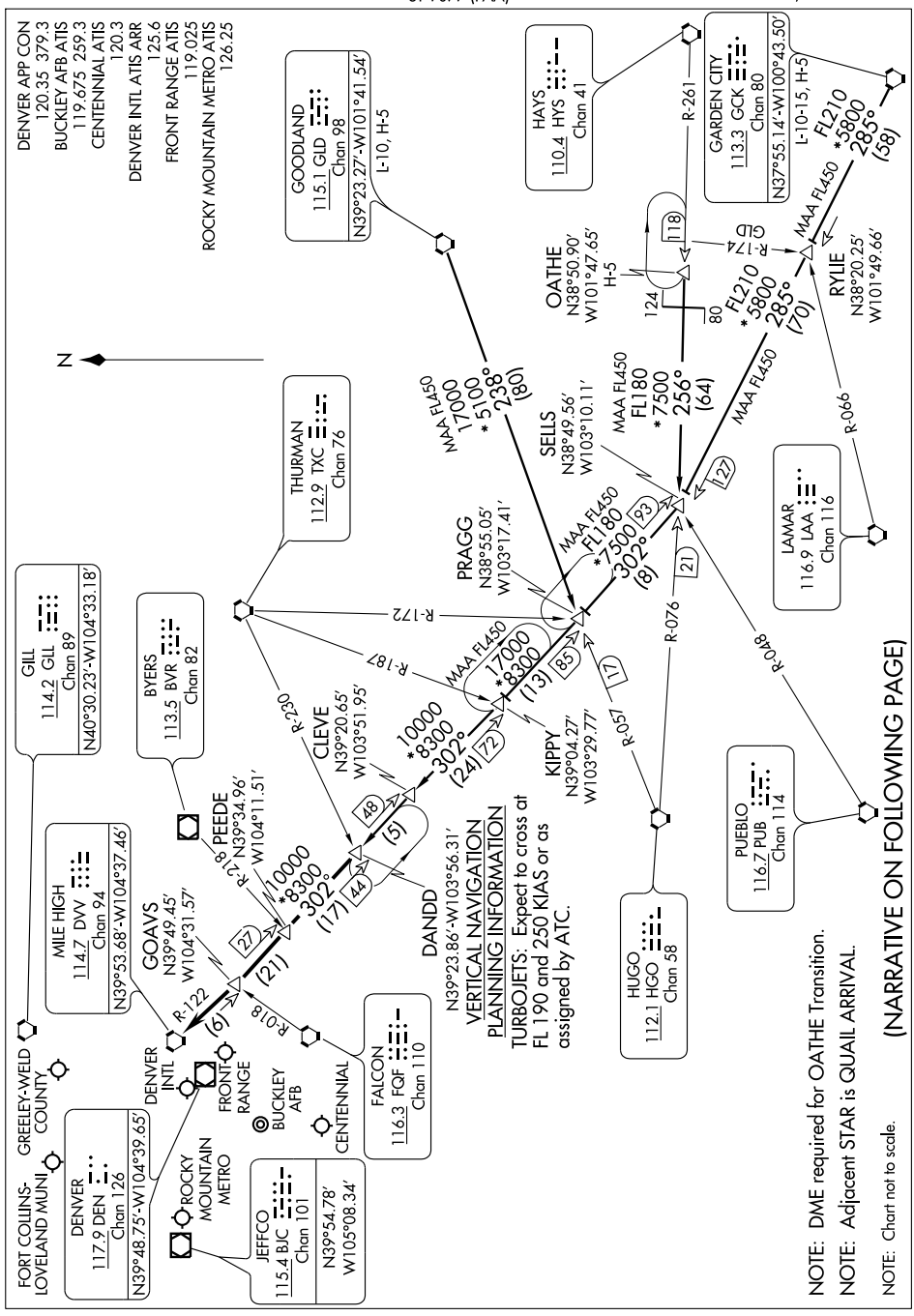


CATEGORY	A	B	C	D
S-31	6200-1 377 (400-1)			NA
CIRCLING	6340-1 502 (600-1)		6340-1½ 502 (600-1½)	NA
CITY OF COLORADO SPRINGS MUNI ALTIMETER SETTING MINIMUMS				
S-31	6260-1 437 (500-1)		6260-1¼ 437 (500-1¼)	NA
CIRCLING	6400-1 562 (600-1)		6420-1½ 582 (600-1½)	NA

DANDD FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



NOTE: DME required for OATHE Transition.

NOTE: Adjacent STAR is QUAIL ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DANDD FIVE ARRIVAL

ARRIVAL DESCRIPTION

GARDEN CITY TRANSITION (GCK.DANDD5): From over GCK VORTAC via GCK R-285 and DVV R-122 to DANDD INT. Thence....

GOODLAND TRANSITION (GLD.DANDD5): From over GLD VORTAC via GLD R-238 and HGO R-057 to PRAGG INT; then via DVV R-122 to DANDD INT. Thence....

OATHE TRANSITION (OATHE.DANDD5): From over OATHE INT via HYS R-261 and HGO R-076 to SELLS INT; then via DVV R-122 to DANDD INT. Thence....

....From over DANDD INT via DVV R-122 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

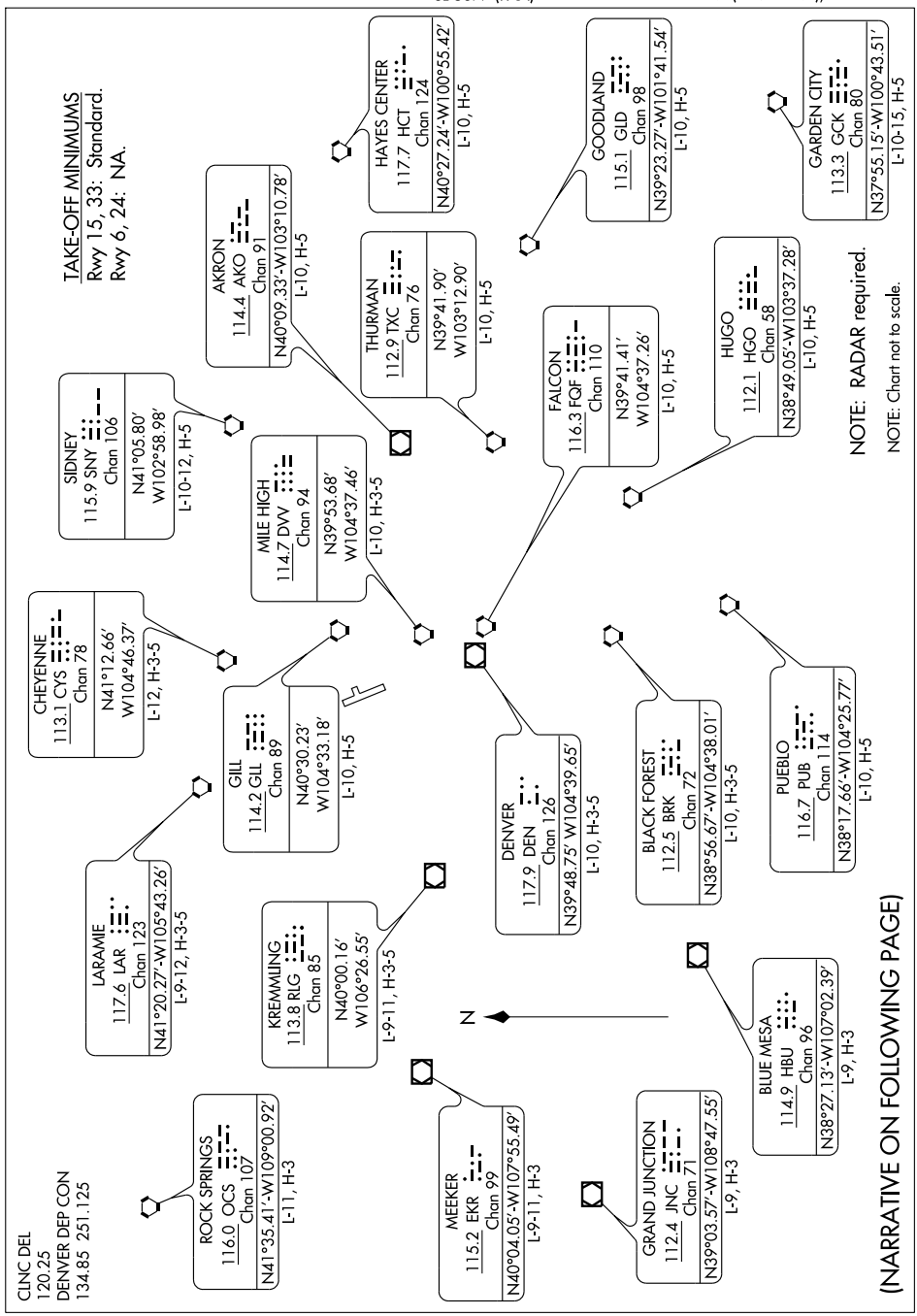
SW-1. 14 JAN 2010 to 11 FEB 2010

DENVER FIVE DEPARTURE

SL-5677 (FAA)

FORT COLLINS-LOVELAND MUNI (FNL)
FORT COLLINS (LOVELAND), COLORADO

TAKE-OFF MINIMUMS
Rwy 15, 33: Standard.
Rwy 6, 24: NA.



CLNC DEL
120.25
DENVER DEP CON
134.85 251.125

SW-1, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

LOC I-FNL	APP CRS	Rwy ldg	8500
109.5	331°	TDZE	5016
		Apt Elev	5016

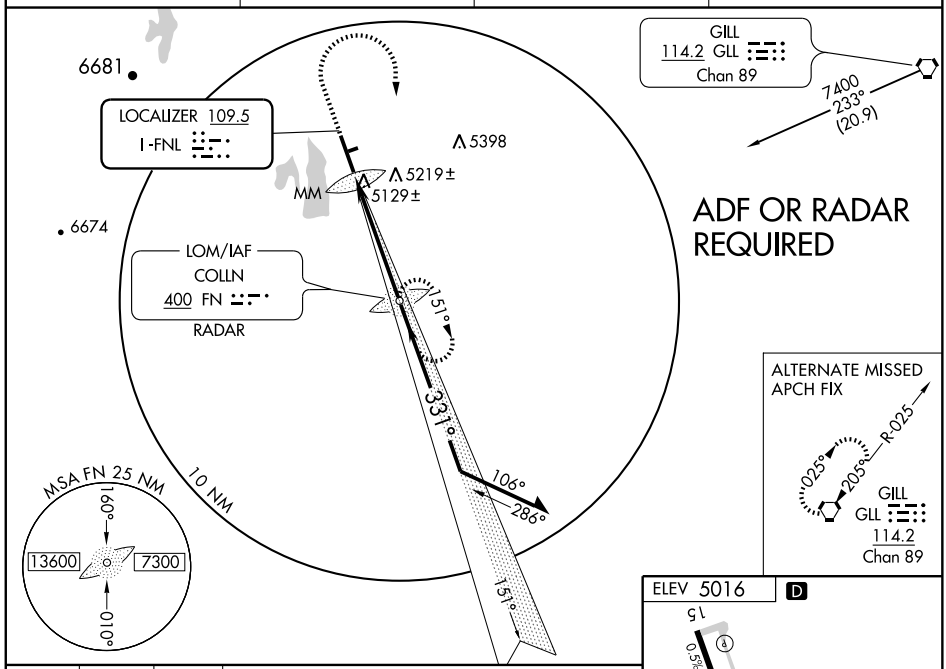
ILS or LOC RWY 33
FORT COLLINS-LOVELAND MUNI (FNL)

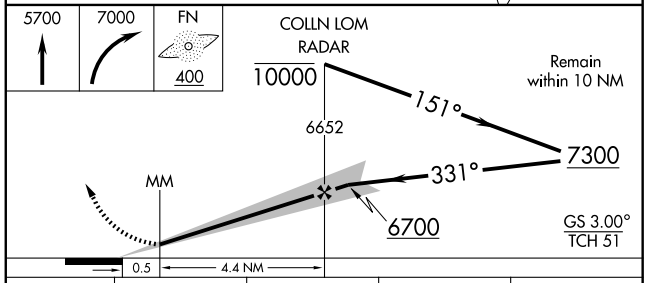
T A NA Circling to Rwy 6/24 NA at night. ADF or RADAR required. When local altimeter setting not received, use Denver Intl altimeter setting and increase DA 147 feet and all MDA 160 feet. Increase S-ILS 33 visibility all Cats ¼ mile, S-LOC 33 Cat C/D visibility ½ mile, and Circling Cat C/D visibility ¼ mile. For inoperative MALSR, when using Denver Intl altimeter setting increase S-ILS 33 visibility all Cats to 1¼ mile.

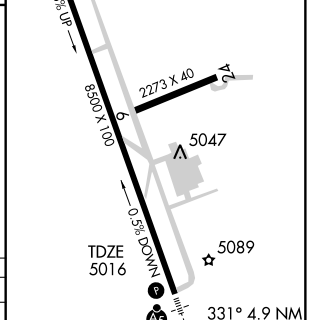
MALSR A5

MISSED APPROACH: Climb to 5700 then climbing right turn to 7000 direct COLLN LOM and hold.

AWOS-3	DENVER APP CON	CLNC DEL	UNICOM
135.075	134.85 251.125	120.25	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 33	5216-½ 200 (200-½)			
S-LOC 33	5380-½ 364 (400-½)			5380-¾ 364 (400-¾)
CIRCLING	5500-1 484 (500-1)		5520-1½ 504 (600-1½)	5580-2 564 (600-2)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

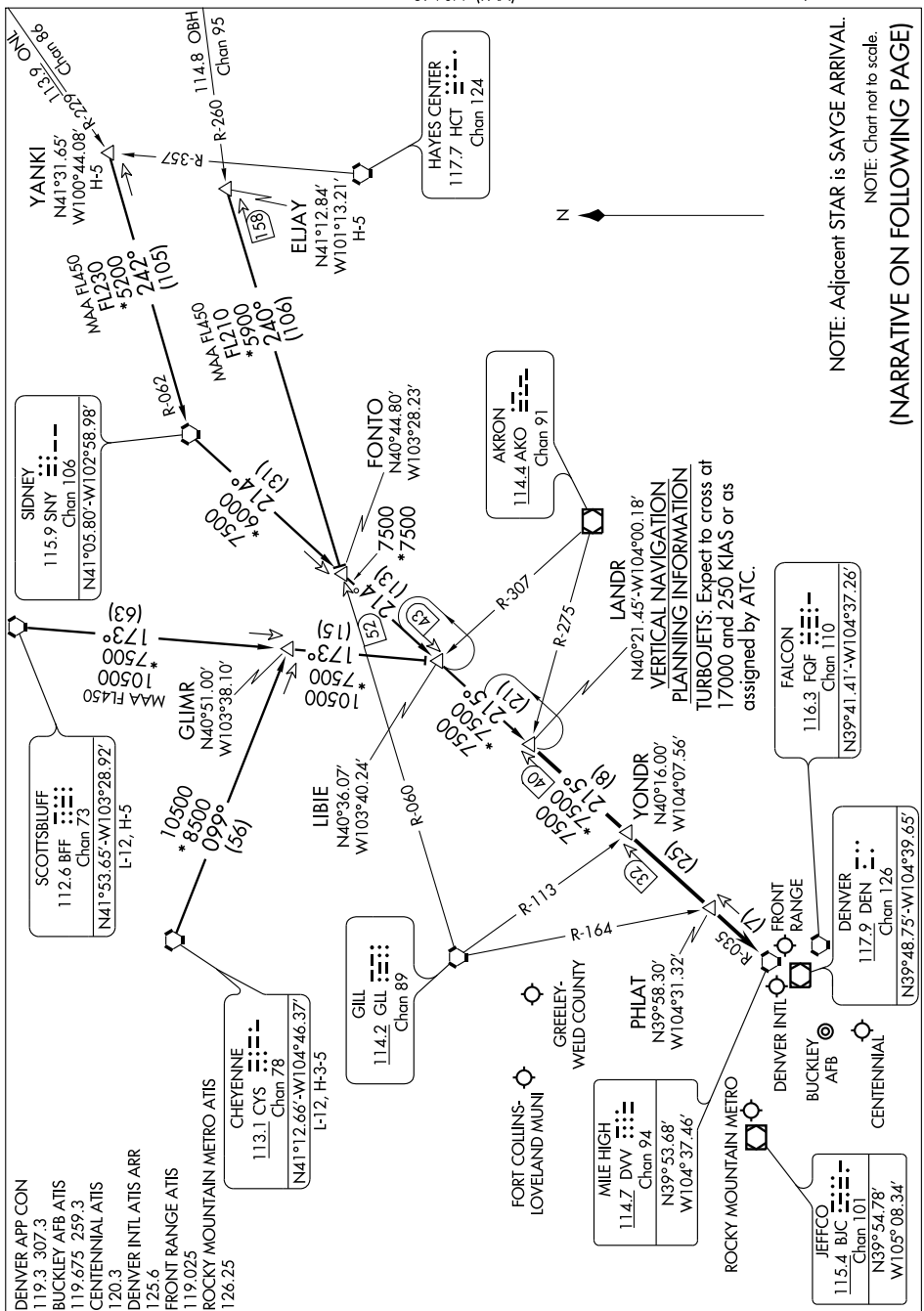
SW-1, 14 JAN 2010 to 11 FEB 2010

(LANDR.LANDR5) 07298

LANDR FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.LANDR5): From over CYS VORTAC via CYS R-099 and BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

ELJAY TRANSITION (ELJAY.LANDR5): From over ELJAY INT via GLL R-060 to FONTO INT, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

SCOTTSBLUFF TRANSITION (BFF.LANDR5): From over BFF VORTAC via BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

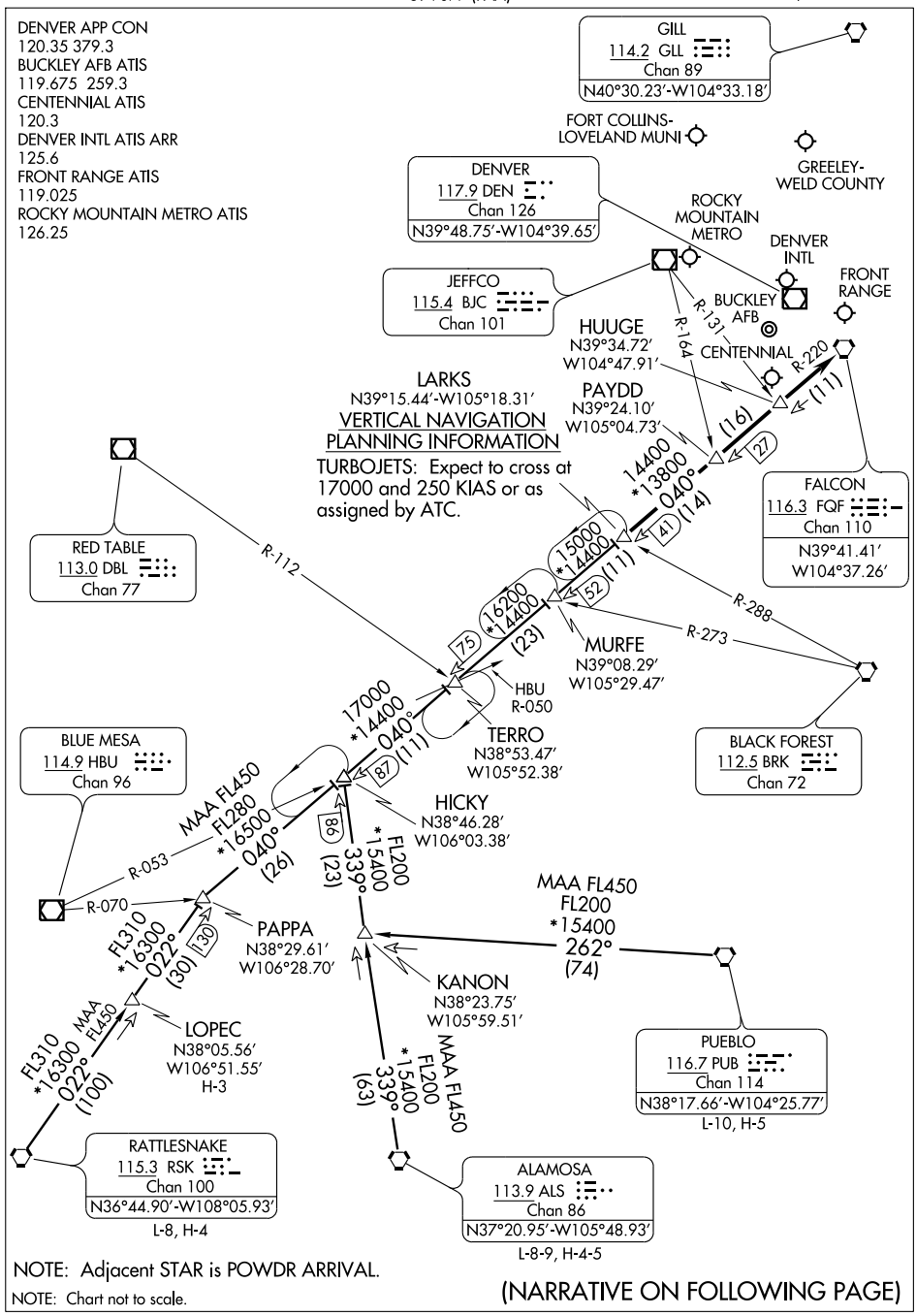
YANKI TRANSITION (YANKI.LANDR5): From over YANKI INT via SNY R-062 to SNY VORTAC, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

....From over LANDR INT via DVV R-035 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

LARKS SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



NOTE: Adjacent STAR is POWDR ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 14 JAN 2010 to 11 FEB 2010

LARKS SIX ARRIVAL

ARRIVAL DESCRIPTION

ALAMOSA TRANSITION (ALS.LARKS6): From over ALS VORTAC via ALS R-339 and FQF R-220 to LARKS INT. Thence....

LOPEC TRANSITION (LOPEC.LARKS6): From over LOPEC INT via RSK R-022 and FQF R-220 to LARKS INT. Thence....

PUEBLO TRANSITION (PUB.LARKS6): From over PUB VORTAC via PUB R-262 to KANON INT; then via ALS R-339 and FQF R-220 to LARKS INT. Thence....

RATTLESNAKE TRANSITION (RSK.LARKS6): From over RSK VORTAC via RSK R-022 and FQF R-220 to LARKS INT. Thence....

....From over LARKS INT via FQF R-220 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

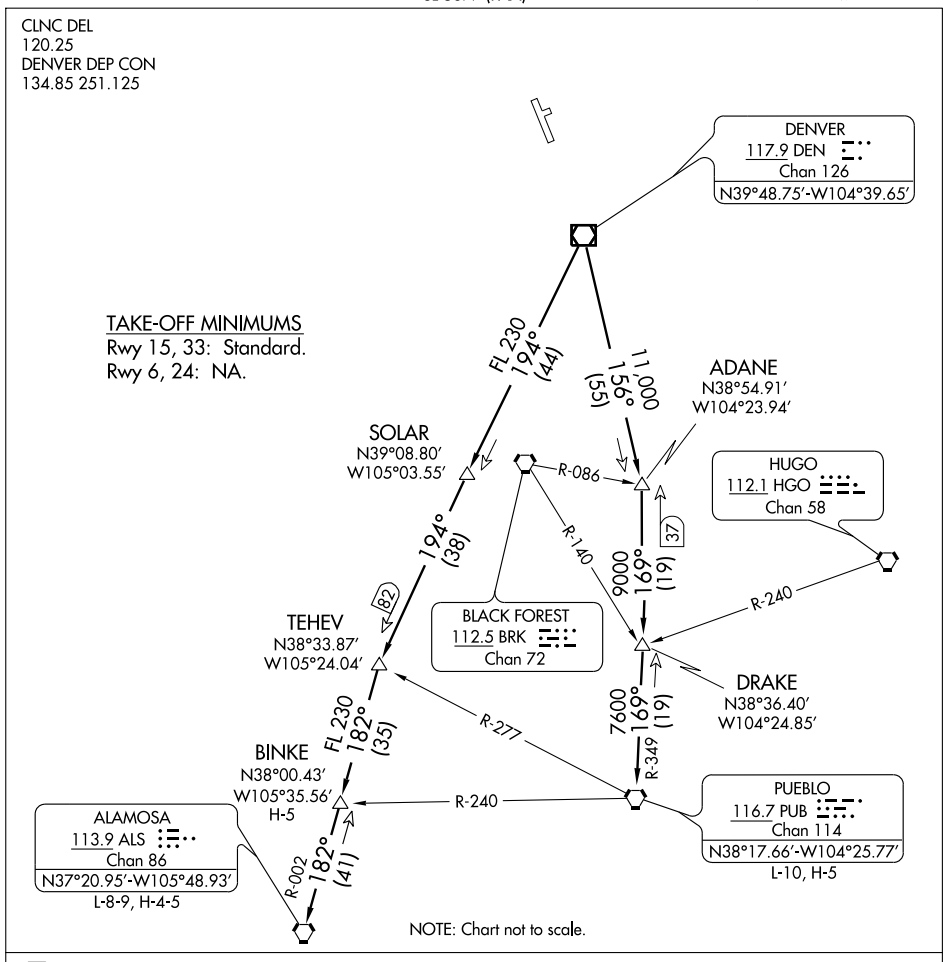
SW-1. 14 JAN 2010 to 11 FEB 2010

PIKES FOUR DEPARTURE

SL-5677 (FAA)

FORT COLLINS-LOVELAND MUNI (FNL)
FORT COLLINS (LOVELAND), COLORADO

CLNC DEL
120.25
DENVER DEP CON
134.85 251.125



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

ALAMOSA TRANSITION (PIKES4.ALS): From over DEN VOR/DME via DEN R-194 and ALS R-002 to ALS VORTAC.

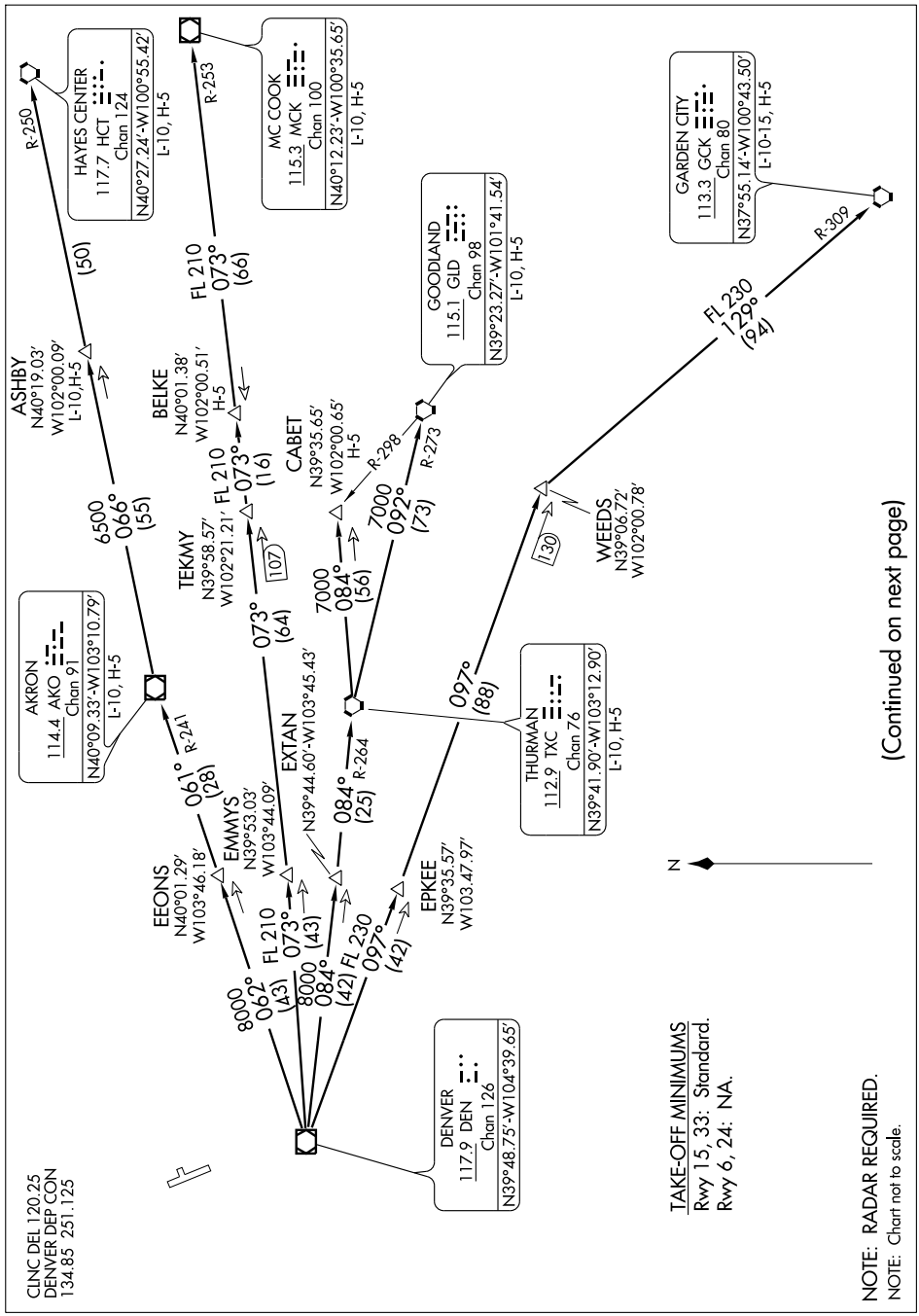
BINKE TRANSITION (PIKES4.BINKE): From over DEN VOR/DME via DEN R-194 and ALS R-002 to BINKE INT.

PUEBLO TRANSITION (PIKES4.PUB): From over DEN VOR/DME via DEN R-156 and PUB R-349 to PUB VORTAC.

PLAINS FOUR DEPARTURE

SL-5677 (FAA)

FORT COLLINS-LOVELAND MUNI (FNL)
FORT COLLINS (LOVELAND), COLORADO



(Continued on next page)

DEPARTURE ROUTE DESCRIPTION

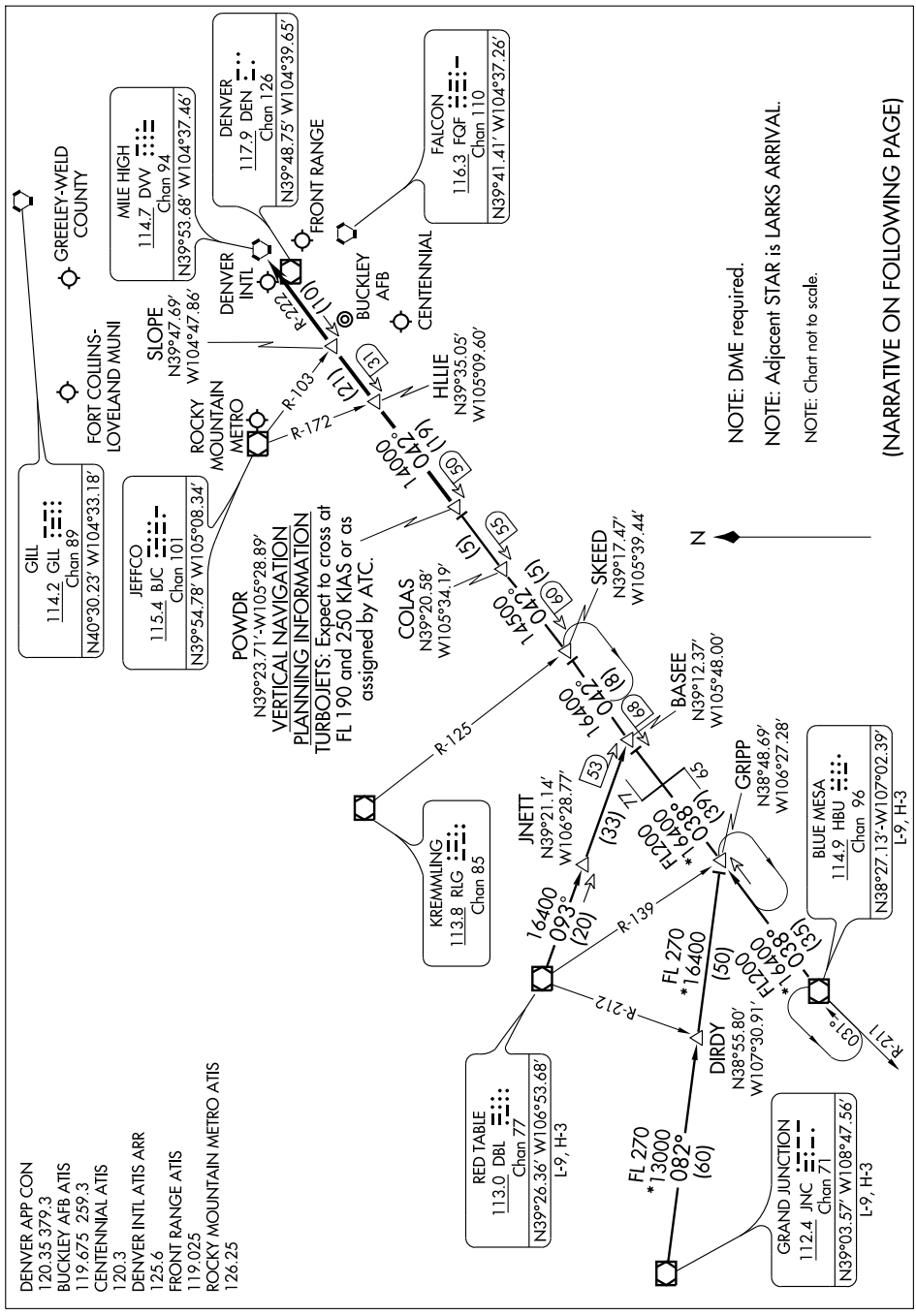
Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.
LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7,000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.
AKRON TRANSITION (PLAIN4.AKO): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME.
ASHBY TRANSITION (PLAIN4.ASHBY): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to ASHBY INT.
BELKE TRANSITION (PLAIN4.BELKE): From over DEN VOR/DME via DEN R-073 and MCK R-253 to BELKE INT.
CABET TRANSITION (PLAIN4.CABET): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-084 to CABET INT.
GARDEN CITY TRANSITION (PLAIN4.GCK): From over DEN VOR/DME via DEN R-097 and GCK R-309 to GCK VORTAC.
GOODLAND TRANSITION (PLAIN4.GLD): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-092 and GLD R-273 to GLD VORTAC.
HAYES CENTER TRANSITION (PLAIN4.HCT): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to HCT VORTAC.
MCCOOK TRANSITION (PLAIN4.MCK): From over DEN VOR/DME via DEN R-073 and MCK R-253 to MCK VOR/DME.
THURMAN TRANSITION (PLAIN4.TXC): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC.
WEEDS TRANSITION (PLAIN4.WEEDS): From over DEN VOR/DME via DEN R-097 to WEEDS INT.

SW-1, 14 JAN 2010 to 11 FEB 2010

POWDR SEVEN ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



POWDR SEVEN ARRIVAL

ARRIVAL DESCRIPTION

BLUE MESA TRANSITION (HBU.POWDR7): From over HBU VOR/DME via HBU R-038 and DVV R-222 to POWDR INT. Thence....

GRAND JUNCTION TRANSITION (JNC.POWDR7): From over JNC VORTAC via JNC R-082 to GRIPP INT; then via HBU R-038 and DVV R-222 to POWDR INT. Thence....

RED TABLE TRANSITION (DBL.POWDR7): From over DBL VOR/DME via DBL R-093 and DVV R-222 to POWDR INT. Thence....

....from over POWDR INT via DVV VORTAC R-222 to HLLIE, then via DVV VORTAC R-222 to SLOPE, then via DVV VORTAC R-222 to DVV. Expect radar vectors to the final approach course at or before DVV VORTAC.

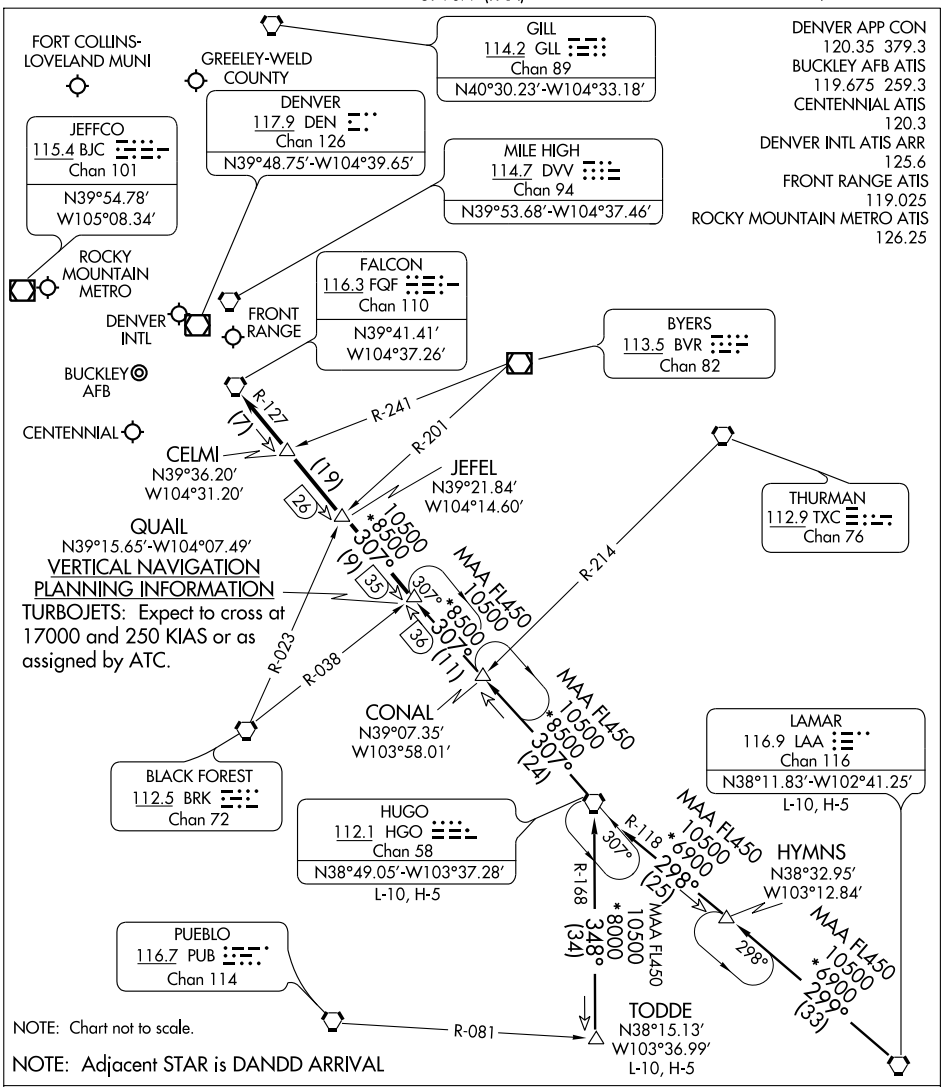
SW-1. 14 JAN 2010 to 11 FEB 2010

(QUAIL.QUAIL6) 09127

QUAIL SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



HUGO TRANSITION (HGO.QUAIL6): From over HGO VORTAC via HGO R-307 to CONAL INT; then via 306° course to QUAIL INT. Thence....

LAMAR TRANSITION (LAA.QUAIL6): From over LAA VORTAC via LAA R-299 to HYMNS INT; then via 298° course to HGO VORTAC; then via HGO R-307 to CONAL INT then via 306° course to to QUAIL INT. Thence....

TODDE TRANSITION (TODDE.QUAIL6): From over TODDE INT via HGO R-168 to HGO VORTAC; then via HGO R-307 to QUAIL INT. Thence....

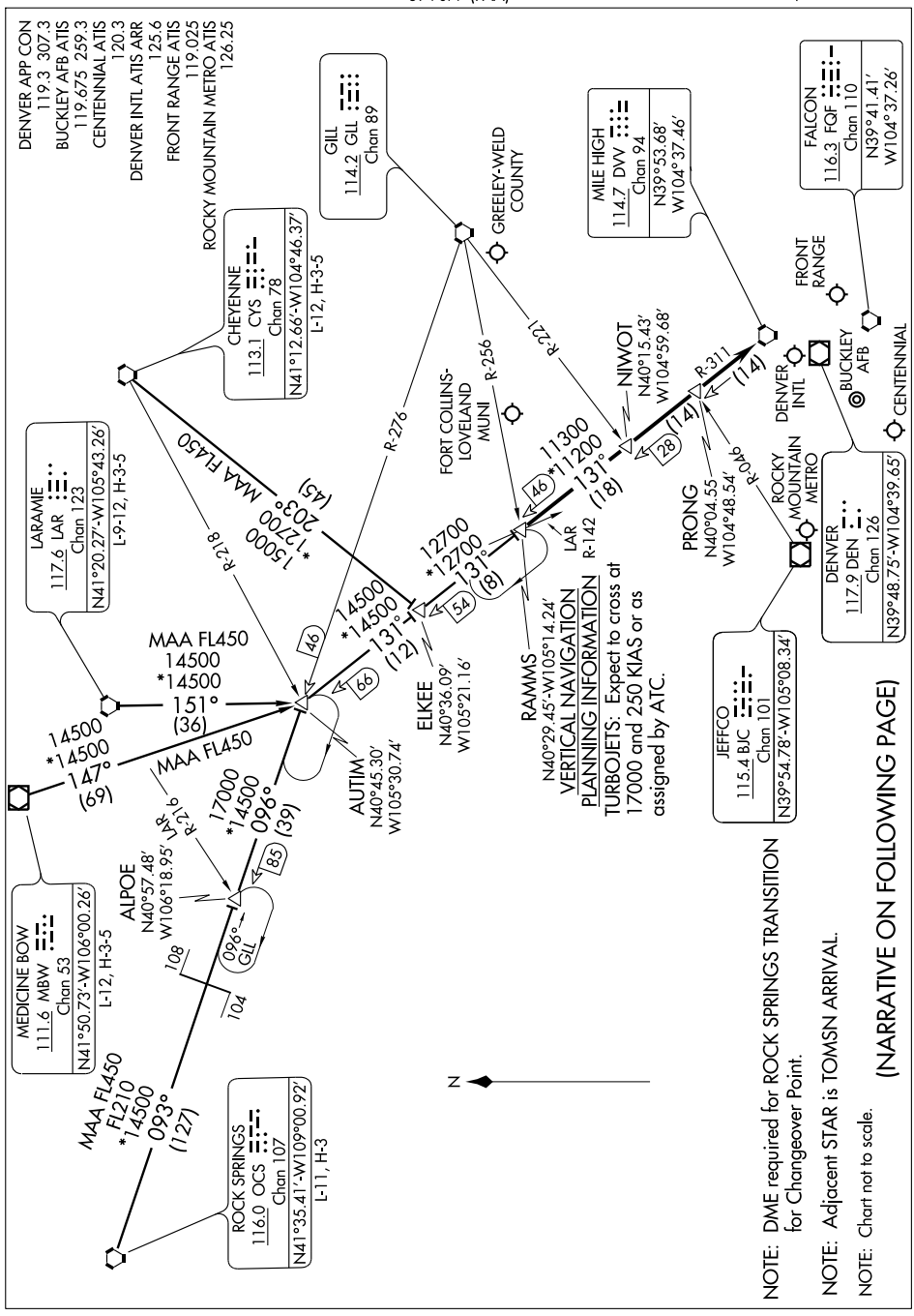
....From over QUAIL INT via HGO R-307 and FQF R-127 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1. 14 JAN 2010 to 11 FEB 2010

RAMMS FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



NOTE: DME required for ROCK SPRINGS TRANSITION for Changeover Point.

NOTE: Adjacent STAR is TOMSN ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.RAMMS5): From over CYS VORTAC via CYS R-203 and DVV R-311 to RAMMS INT. Thence....

LARAMIE TRANSITION (LAR.RAMMS5): From over LAR VORTAC via LAR R-151 and DVV R-311 to RAMMS INT. Thence....

MEDICINE BOW TRANSITION (MBW.RAMMS5): From over MBW VOR/DME via MBW R-147 and DVV R-311 to RAMMS INT. Thence....

ROCK SPRINGS TRANSITION (OCS.RAMMS5): From over OCS VORTAC via OCS R-093 and GLL R-276 to AUTIM INT, then via DVV R-311 to RAMMS INT. Thence....

....From over RAMMS INT via DVV R-311 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1. 14 JAN 2010 to 11 FEB 2010

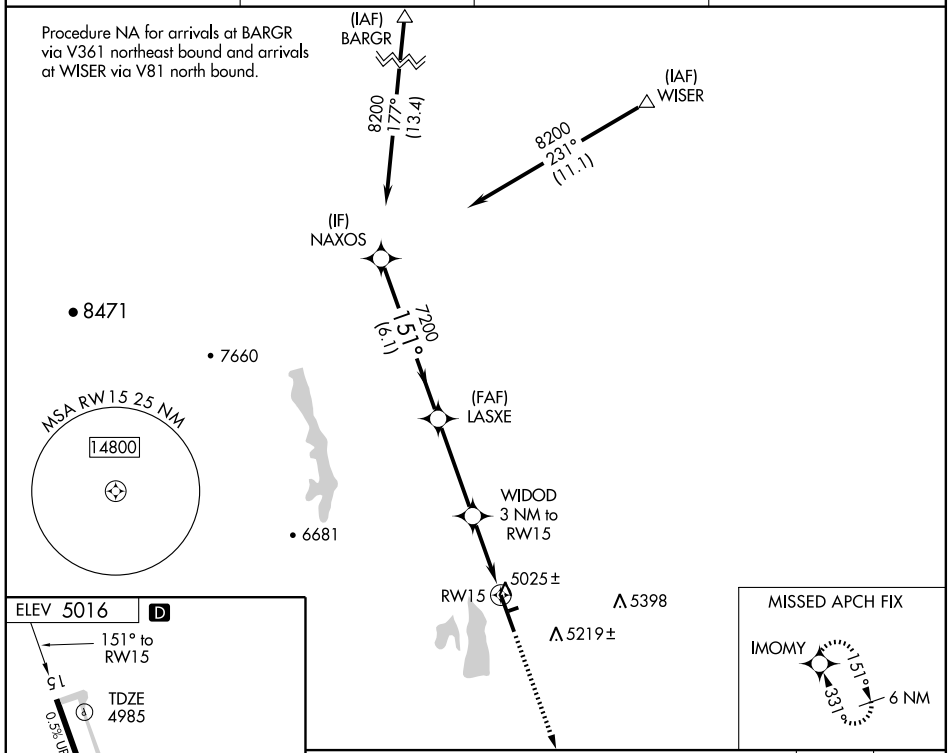
APP CRS	Rwy ldg	8500
151°	TDZE	4985
	Apt Elev	5016

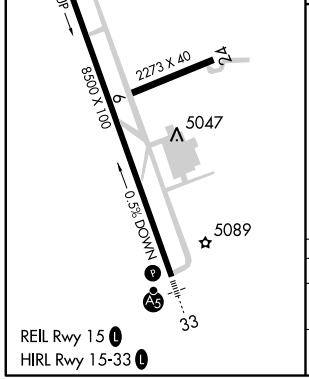
RNAV (GPS) RWY 15
FORT COLLINS-LOVELAND MUNI (FNL)

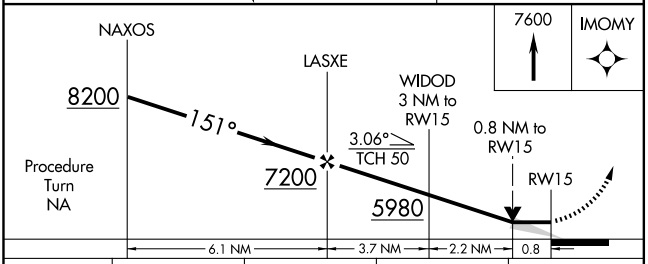
Circling to Rwy 6/24 NA at night.
DME/DME RNP- 0.3 NA.
VDP NA when using Denver Intl altimeter setting.
When local altimeter setting not received, use Denver Intl altimeter setting and increase all MDA 160 feet and increase LNAV Cat C visibility ¼ mile, Cat D ½ mile, and Circling Cat C/D visibility ¼ mile.

MISSED APPROACH: Climb to 7600 direct IMOMY and hold.

AWOS-3	DENVER APP CON	CLNC DEL	UNICOM
135.075	134.85 251.125	120.25	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	5280-1 295 (300-1)			
CIRCLING	5500-1 484 (500-1)		5520-1½ 504 (600-1½)	5580-2 564 (600-2)

SW-1, 14 JAN 2010 to 11 FEB 2010

WAAS CH 97511 W33A	APP CRS 331°	Rwy ldg 8500 TDZE 5016 Apt Elev 5016

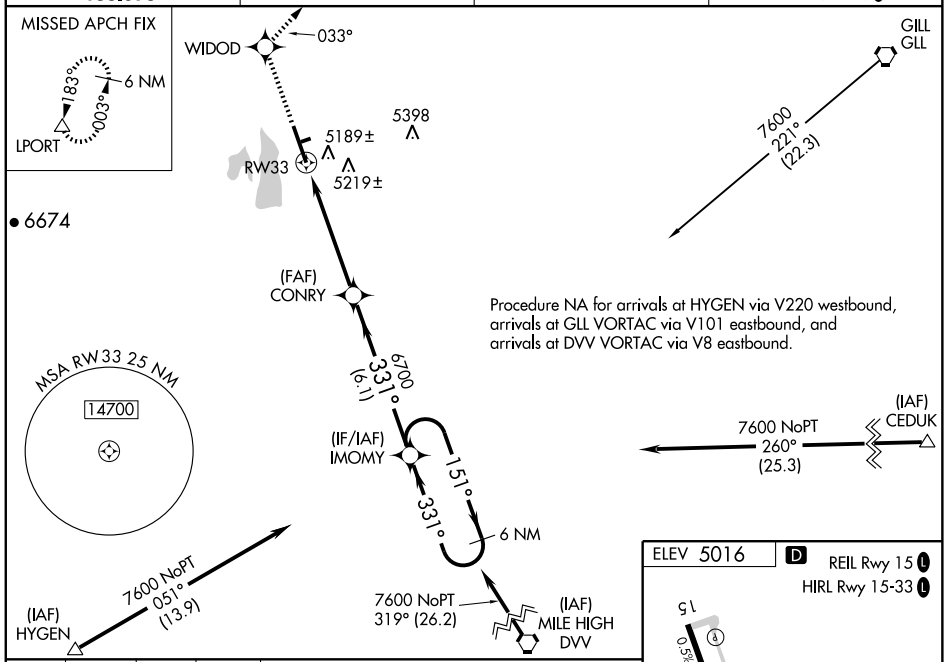
RNAV (GPS) RWY 33
FORT COLLINS-LOVELAND MUNI (FNL)

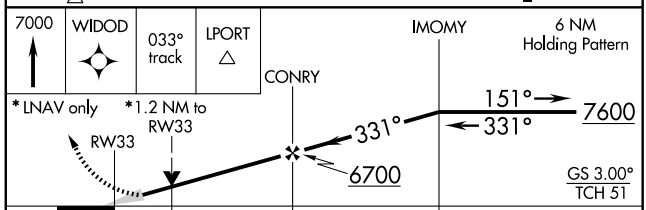
Circling to Rwy 6/24 NA at night.
For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 39°C (102°F).
VDP and Baro-VNAV NA when using Denver Intl altimeter setting.
For inoperative MALSR when using Denver Intl altimeter setting, increase visibility all Cats ½ mile.
When local altimeter setting not received, use Denver Intl altimeter setting and increase DA 147 feet and MDA 160 feet. Increase LPV visibility all Cats ¼ mile, LNAV/VNAV all Cats ½ mile, LNAV and Circling Cat C/D ¼ mile.

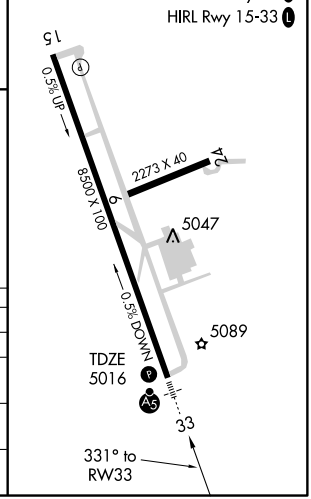
MALSR

MISSED APPROACH: Climb to 7000 direct WIDOD and via 033° track to LPORT and hold. When authorized by ATC, climb-in-hold to 8000.

AWOS-3	DENVER APP CON	CLNC DEL	UNICOM
135.075	134.85 251.125	120.25	122.7 (CTAF) L





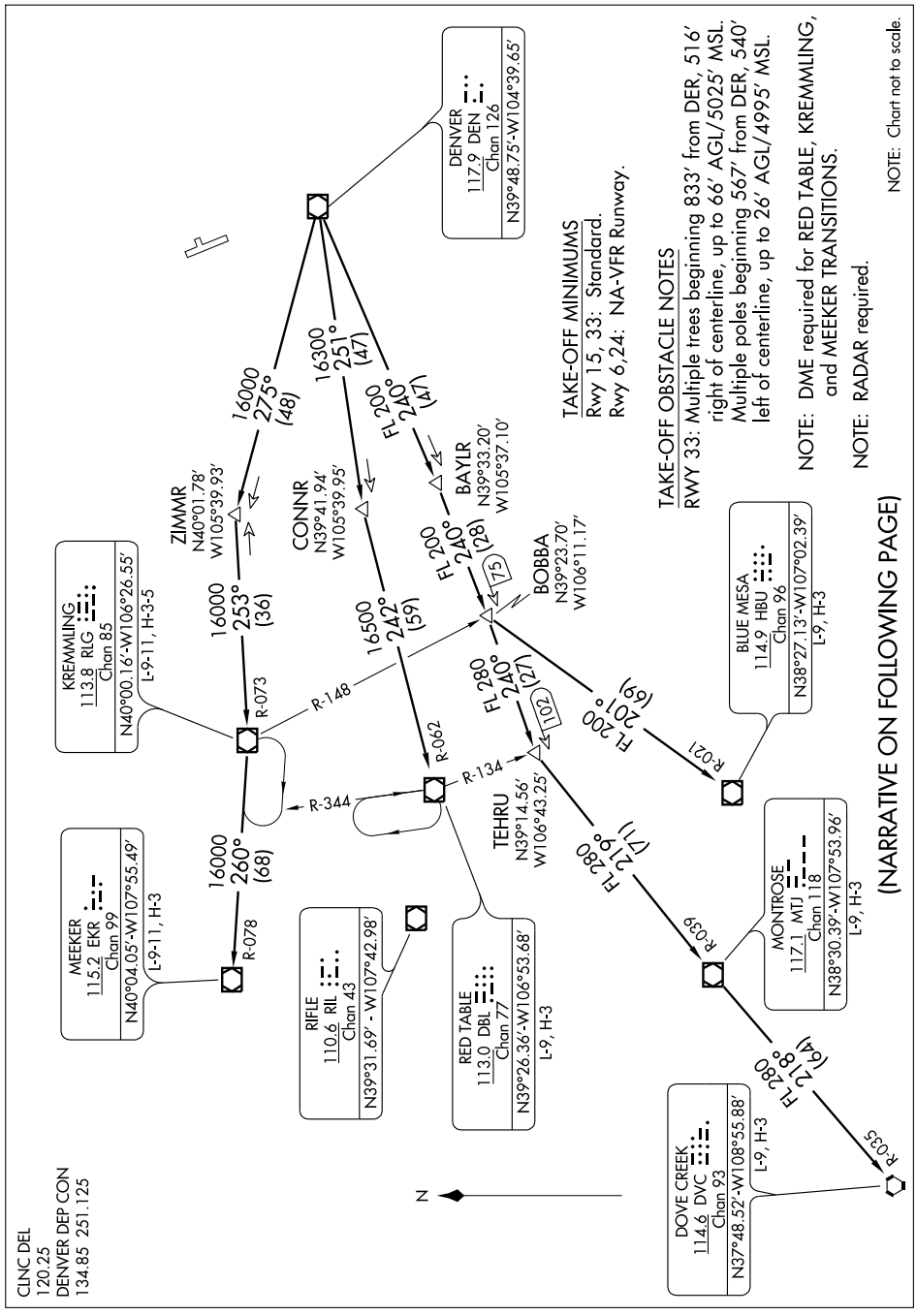


CATEGORY	A	B	C	D
LPV DA	5216-½ 200 (200-½)			
LNAV/VNAV DA	5489-1¼ 473 (500-1¼)			
LNAV MDA	5440-½ 424 (500-½)		5440-¾ 424 (500-¾)	5440-1 424 (500-1)
CIRCLING	5500-1 484 (500-1)		5520-1½ 504 (600-1½)	5580-2 564 (600-2)

ROCKIES SEVEN DEPARTURE

SL-5677 (FAA)

FORT COLLINS-LOVELAND MUNI (FNL)
FORT COLLINS (LOVELAND), COLORADO



TAKE-OFF MINIMUMS
Rwy 15, 33: Standard.
Rwy 6,24: NA-VFR Runway.

TAKE-OFF OBSTACLE NOTES
RWY 33: Multiple trees beginning 833′ from DER, 516′ right of centerline, up to 66′ AGL/5025′ MSL. Multiple poles beginning 567′ from DER, 540′ left of centerline, up to 26′ AGL/4995′ MSL.

NOTE: DME required for RED TABLE, KREMMLING, and MEEKER TRANSITIONS.

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

BLUE MESA (HI) TRANSITION (ROCKI7.HBU): From over DEN VOR/DME via DEN R-240 and HBU R-021 to HBU VOR/DME.

DOVE CREEK (HI) TRANSITION (ROCKI7.DVC): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME, then via MTJ R-218 and DVC R-035 to DVC VORTAC.

KREMMLING TRANSITION (ROCKI7.RLG): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI7.EKR): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME, then via RLG R-260 and EKR R-078 to EKR VOR/DME.

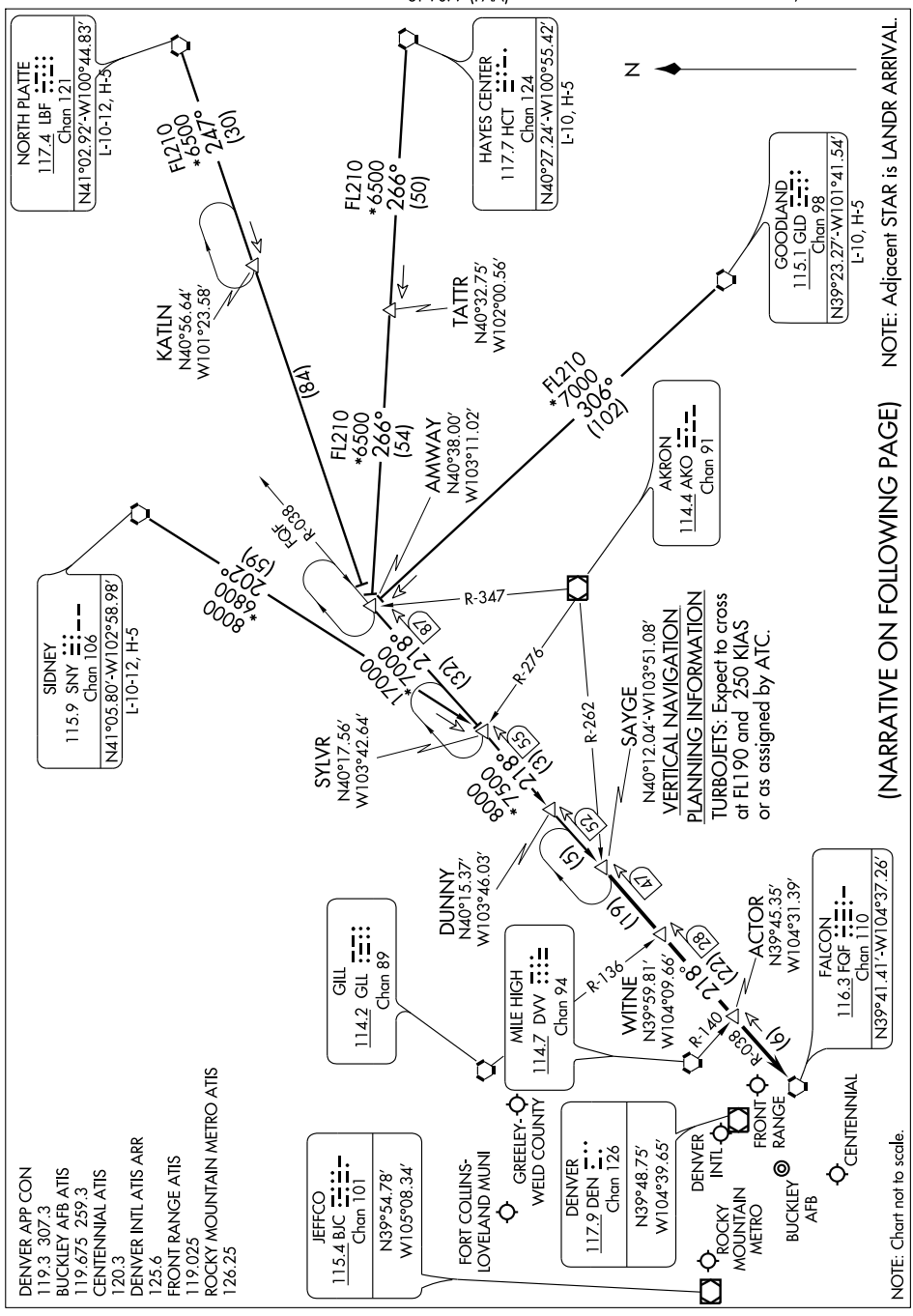
MONTROSE TRANSITION (ROCKI7.MTJ): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME.

RED TABLE TRANSITION (ROCKI7.DBL): From over DEN VOR/DME via DEN R-251 and DBL R-062 to DBL VOR/DME.

SAYGE SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect to cross at FL190 and 250 KIAS or as assigned by ATC.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Adjacent STAR is LANDR ARRIVAL.

SAYGE SIX ARRIVAL

ARRIVAL DESCRIPTION

GOODLAND TRANSITION (GLD.SAYGE6): From over GLD VORTAC via GLD R-306 and FQF R-038 to SAYGE INT. Thence....

HAYES CENTER TRANSITION (HCT.SAYGE6): From over HCT VORTAC via HCT R-266 and FQF R-038 to SAYGE INT. Thence....

NORTH PLATTE TRANSITION (LBF.SAYGE6): From over LBF VORTAC via LBF R-247 and FQF R-038 to SAYGE INT. Thence....

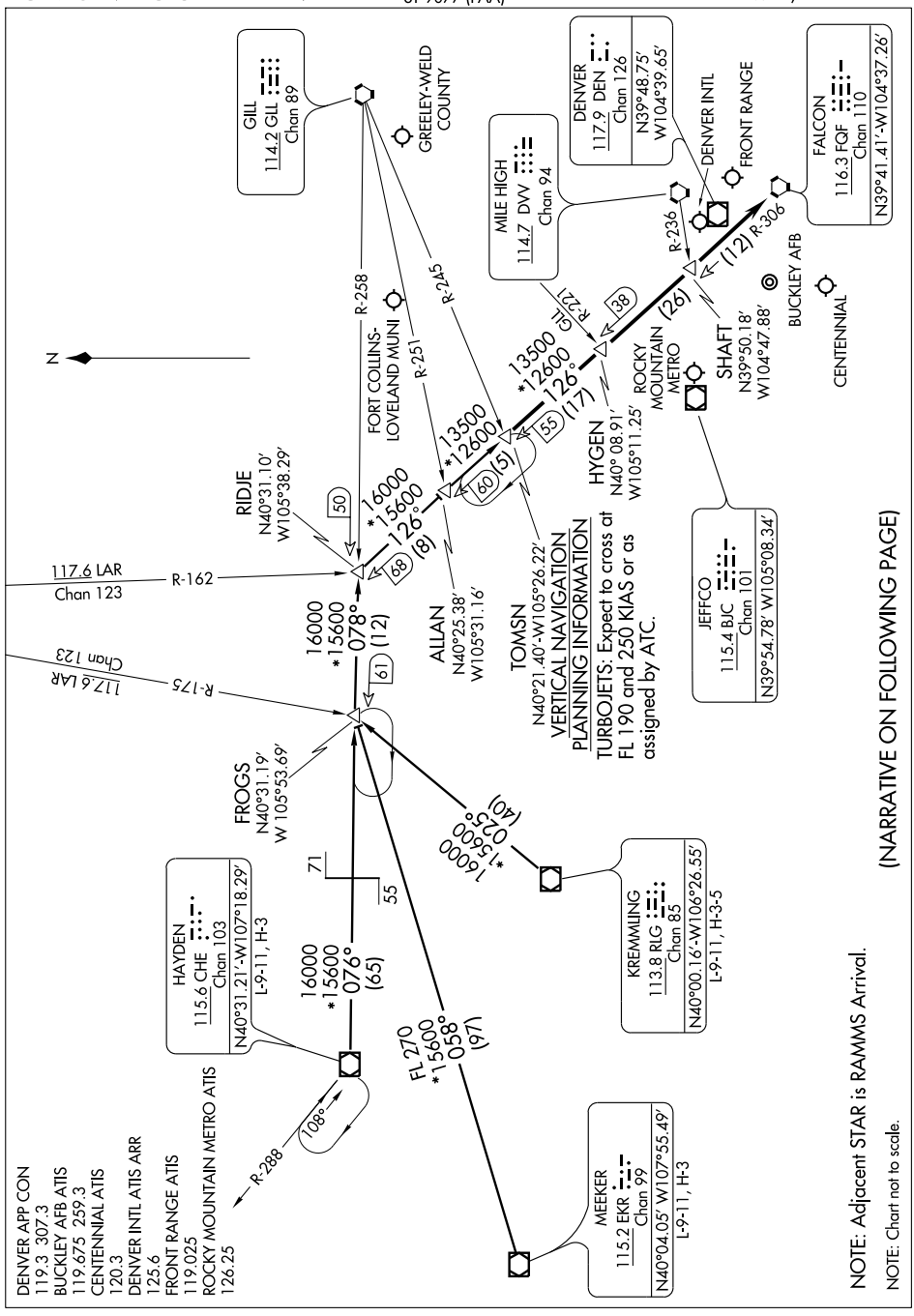
SIDNEY TRANSITION (SNY.SAYGE6): From over SNY VORTAC via SNY R-202 and FQF R-038 to SAYGE INT. Thence....

....From over SAYGE INT via FQF R-038 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

TOMSN FOUR ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



NOTE: Adjacent STAR is RAMMS Arrival.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

TOMSN FOUR ARRIVAL

ARRIVAL DESCRIPTION

HAYDEN TRANSITION (CHE.TOMSN4): From over CHE VOR/DME via CHE R-076 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

KREMMLING TRANSITION (RLG.TOMSN4): From over RLG VOR/DME via RLG R-025 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

MEEKER TRANSITION (EKR.TOMSN4): From over EKR VOR/DME via EKR R-058 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

....From over TOMSN INT via FQF R-306 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1. 14 JAN 2010 to 11 FEB 2010

VORTAC GLL 114.2 Chan 89	APP CRS 248°	Rwy ldg N/A TDZE N/A Apt Elev 5016

VOR/DME-A

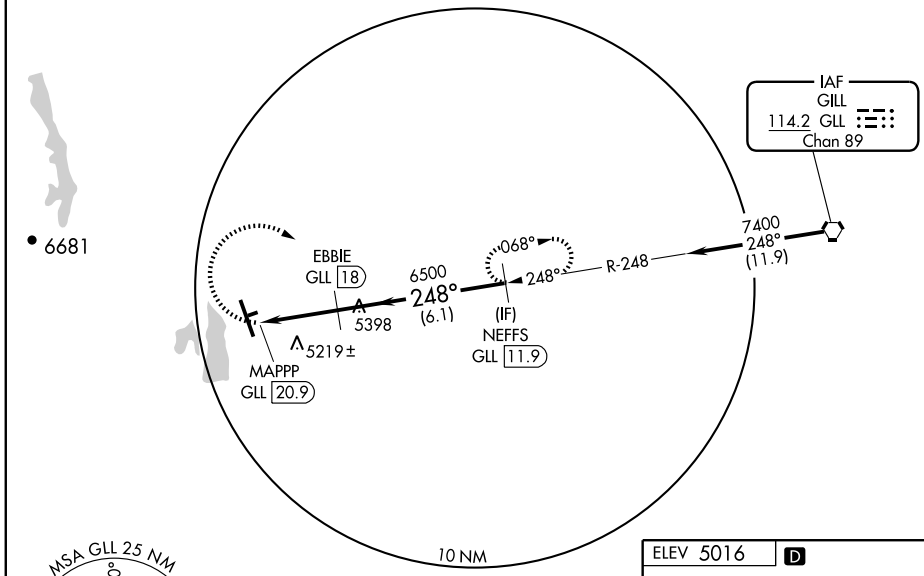
FORT COLLINS-LOVELAND MUNI (FNL)

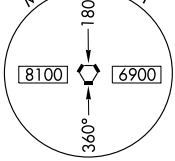
Circling to Rwy 6/24 NA at night.
When local altimeter setting not received, use Denver Intl altimeter setting and increase all MDA 160 feet and Cat C/D visibility ¼ mile.

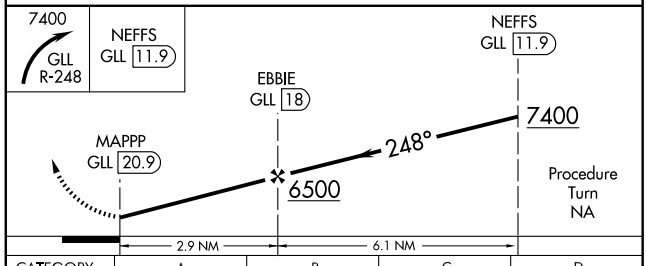
MISSED APPROACH: Climbing right turn to 7400 via GLL VORTAC R-248 to NEFFS/GLL 11.9 DME and hold.

AWOS-3	DENVER APP CON	CLNC DEL	UNICOM
135.075	134.85 251.125	120.25	122.7 (CTAF) L

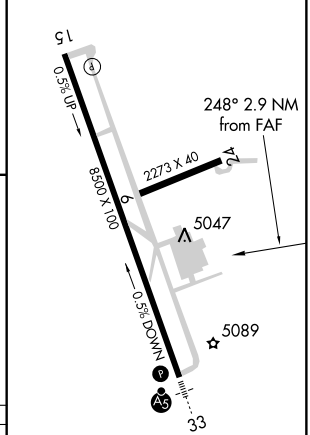
Procedure NA for arrivals on GLL VORTAC airway radials 221 CW 301.







CATEGORY	A	B	C	D
CIRCLING	5500-1 484 (500-1)	5500-1¼ 484 (500-1¼)	5520-1½ 504 (600-1½)	5580-2 564 (600-2)

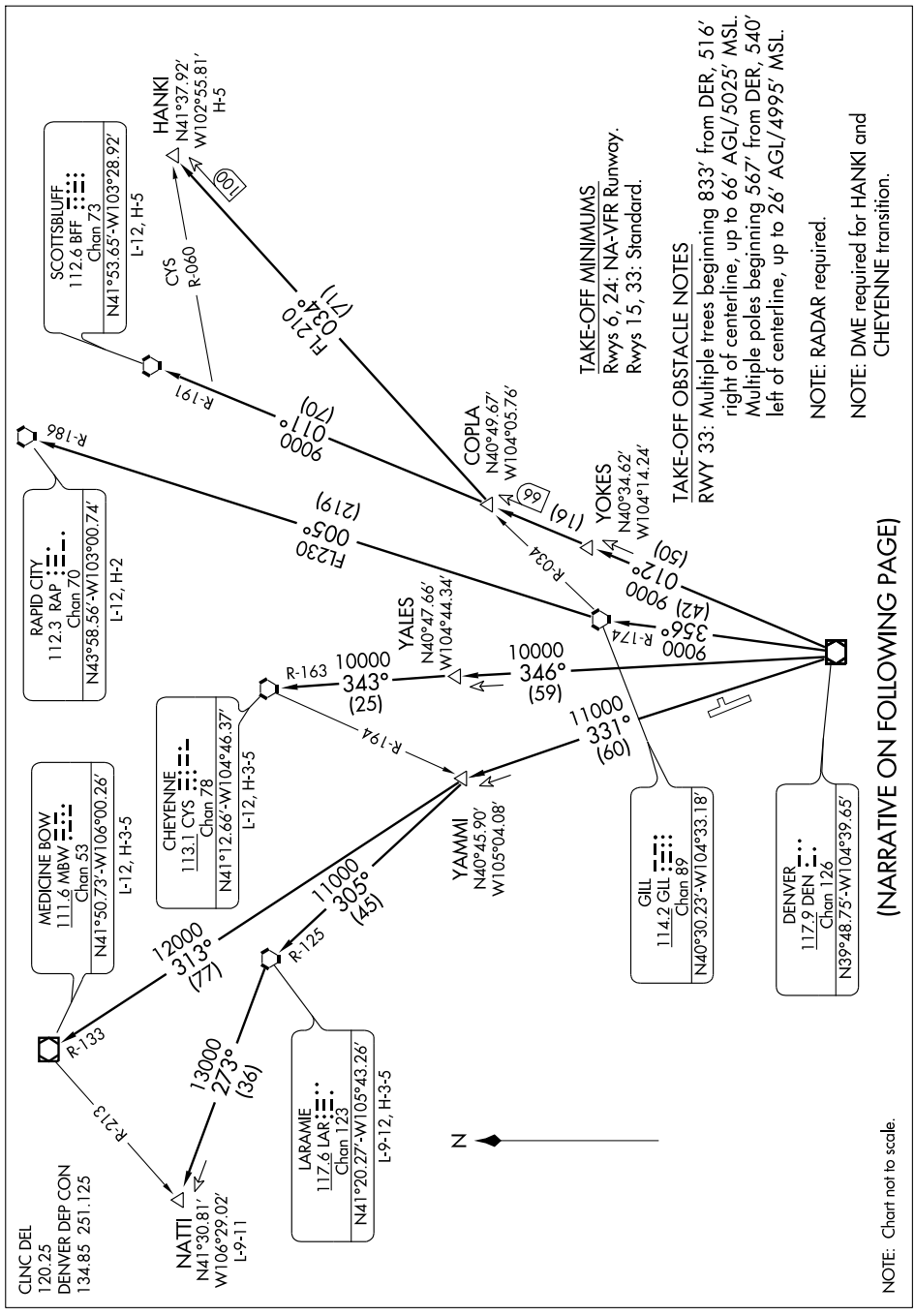


REIL Rwy 15 L
HIRL Rwy 15-33 L

SW-1, 14 JAN 2010 to 11 FEB 2010

YELLOWSTONE SIX DEPARTURE

FORT COLLINS-LOVELAND MUNI (FNL)
FORT COLLINS (LOVELAND), COLORADO



YELLOWSTONE SIX DEPARTURE

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition.
Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

CHEYENNE TRANSITION (YELLO6.CYS): From over DEN VOR/DME via DEN R-346 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLO6.HANKI): From over DEN VOR/DME via DEN R-012 and GLL R-034 to HANKI INT.

LARAMIE TRANSITION (YELLO6.LAR): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC.

MEDICINE BOW TRANSITION (YELLO6.MBW): From over DEN VOR/DME via DEN R-331 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLO6.NATTI): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC, then via LAR R-273 to NATTI INT.

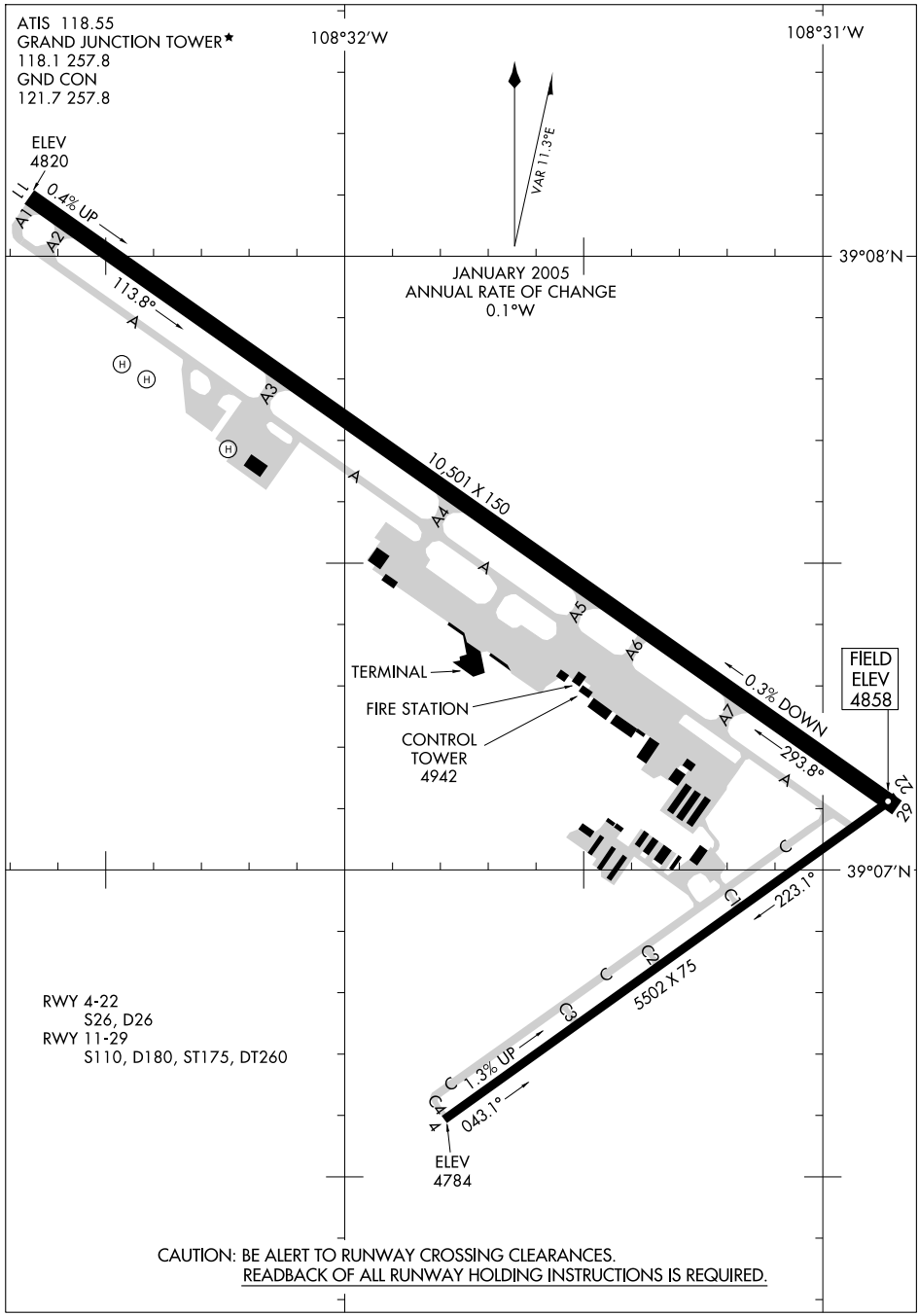
RAPID CITY TRANSITION (YELLO6.RAP): From over DEN VOR/DME via DEN R-356 and GLL R-174 to GLL VORTAC, then via GLL R-005 and RAP R-186 to RAP VORTAC.

SCOTTSBLUFF TRANSITION (YELLO6.BFF): From over DEN VOR/DME via DEN R-012 and BFF R-191 to BFF VORTAC.

AIRPORT DIAGRAM

AL-634 (FAA)

GRAND JUNCTION RGNL (GJT)
GRAND JUNCTION, COLORADO



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

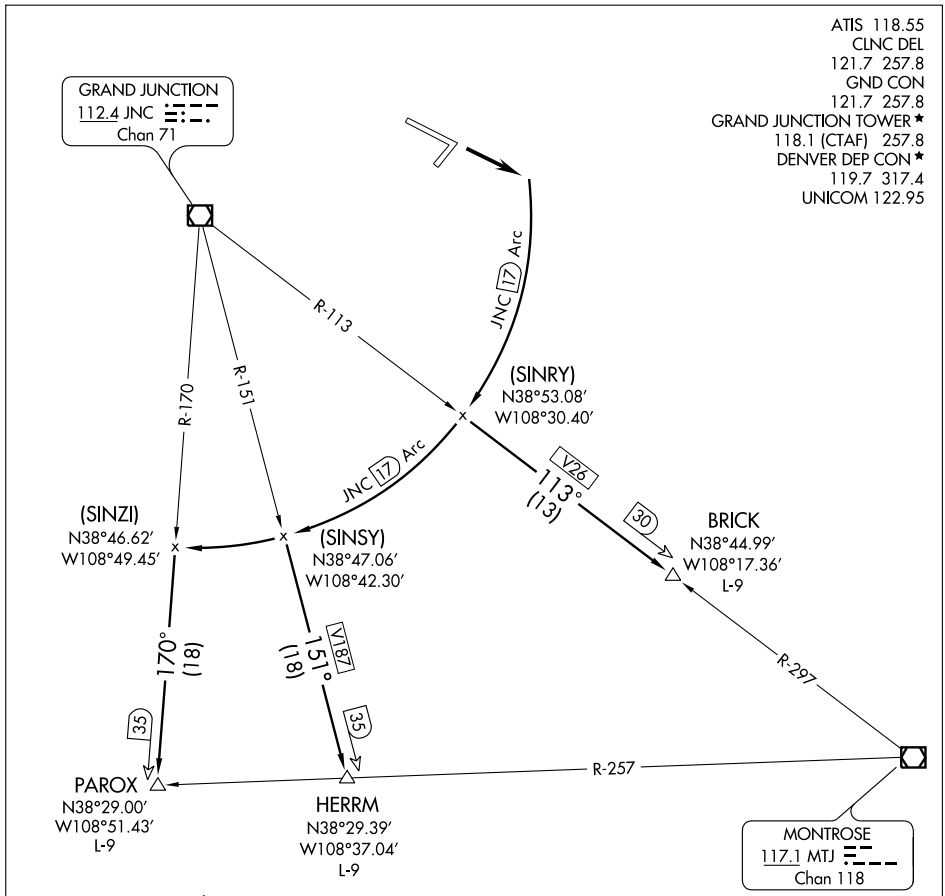
SW-1, 14 JAN 2010 to 11 FEB 2010

GLADE PARK ONE DEPARTURE

SL-634 (FAA)

GRAND JUNCTION RGNL (GJT)
GRAND JUNCTION, COLORADO

ATIS 118.55
CLNC DEL
121.7 257.8
GND CON
121.7 257.8
GRAND JUNCTION TOWER ★
118.1 (CTAF) 257.8
DENVER DEP CON ★
119.7 317.4
UNICOM 122.95



NOTE: DME required.

NOTE: This SID requires a minimum climb of 220′ per NM to 9000′.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Climb runway heading to intercept JNC VORTAC 17 DME Arc thence clockwise to assigned transition.

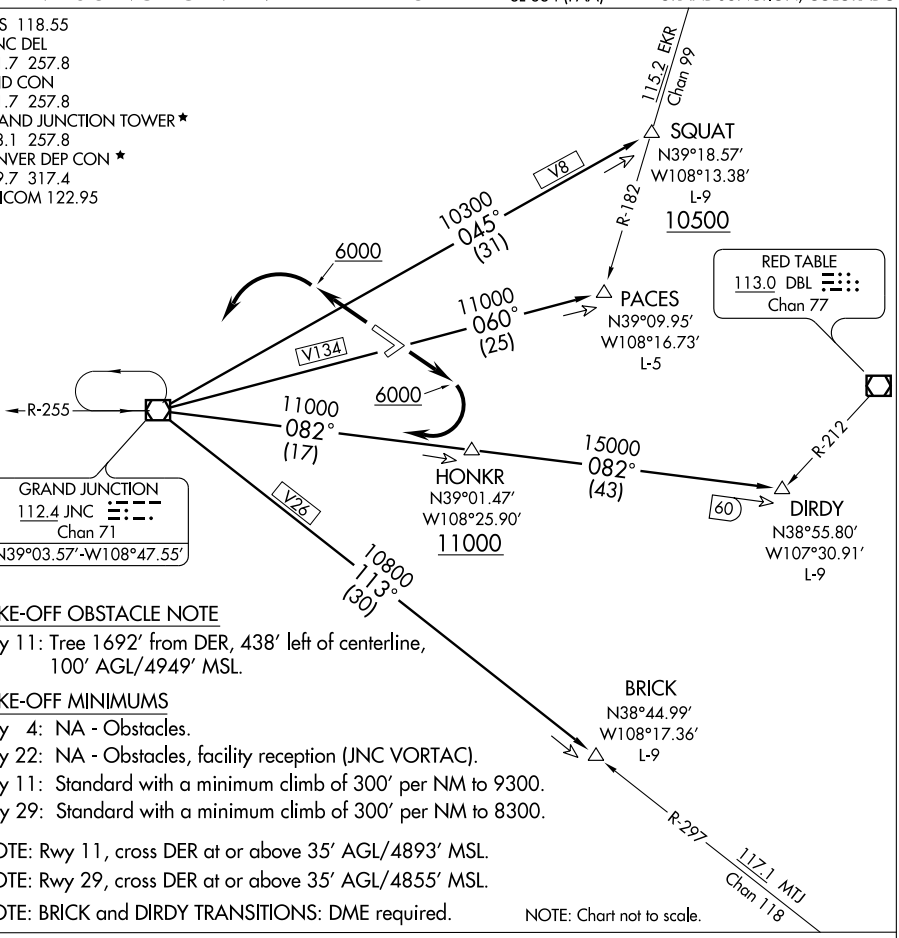
BRICK TRANSITION (GDPK1.BRICK): Via JNC VORTAC 17 DME Arc to JNC R-113 thence Southeast-bound to BRICK DME fix.

HERRM TRANSITION (GDPK1.HERRM): Via JNC VORTAC 17 DME Arc to JNC R-151 thence Southeast-bound to HERRM INT.

PAROX TRANSITION (GDPK1.PAROX): Via JNC VORTAC 17 DME Arc to JNC R-170 thence Southeast-bound to PAROX INT.

GRAND JUNCTION FIVE DEPARTURE

ATIS 118.55
CLNC DEL
121.7 257.8
GND CON
121.7 257.8
GRAND JUNCTION TOWER ★
118.1 257.8
DENVER DEP CON ★
119.7 317.4
UNICOM 122.95



NOTE: Chart not to scale.

TAKE-OFF OBSTACLE NOTE

Rwy 11: Tree 1692′ from DER, 438′ left of centerline, 100′ AGL/4949′ MSL.

TAKE-OFF MINIMUMS

Rwy 4: NA - Obstacles.
Rwy 22: NA - Obstacles, facility reception (JNC VORTAC).
Rwy 11: Standard with a minimum climb of 300′ per NM to 9300.
Rwy 29: Standard with a minimum climb of 300′ per NM to 8300.

NOTE: Rwy 11, cross DER at or above 35′ AGL/4893′ MSL.
NOTE: Rwy 29, cross DER at or above 35′ AGL/4855′ MSL.
NOTE: BRICK and DIRDY TRANSITIONS: DME required.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Climb runway heading to 6000, then climbing right turn direct JNC VORTAC; then via transition/route.

TAKE-OFF RUNWAY 29: Climb runway heading to 6000, then climbing left turn direct JNC VORTAC; then via transition/route.

BRICK TRANSITION (JNC5.BRICK): From over JNC VORTAC via JNC R-113 to BRICK/JNC 30 DME.

DIRDY TRANSITION (JNC5.DIRDY): From over JNC VORTAC via JNC R-082 to HONKR/JNC 17 DME then via JNC R-082 to DIRDY INT/JNC 60 DME.

PACES TRANSITION (JNC5.PACES): From over JNC VORTAC via JNC R-060 to PACES INT/JNC 25 DME.

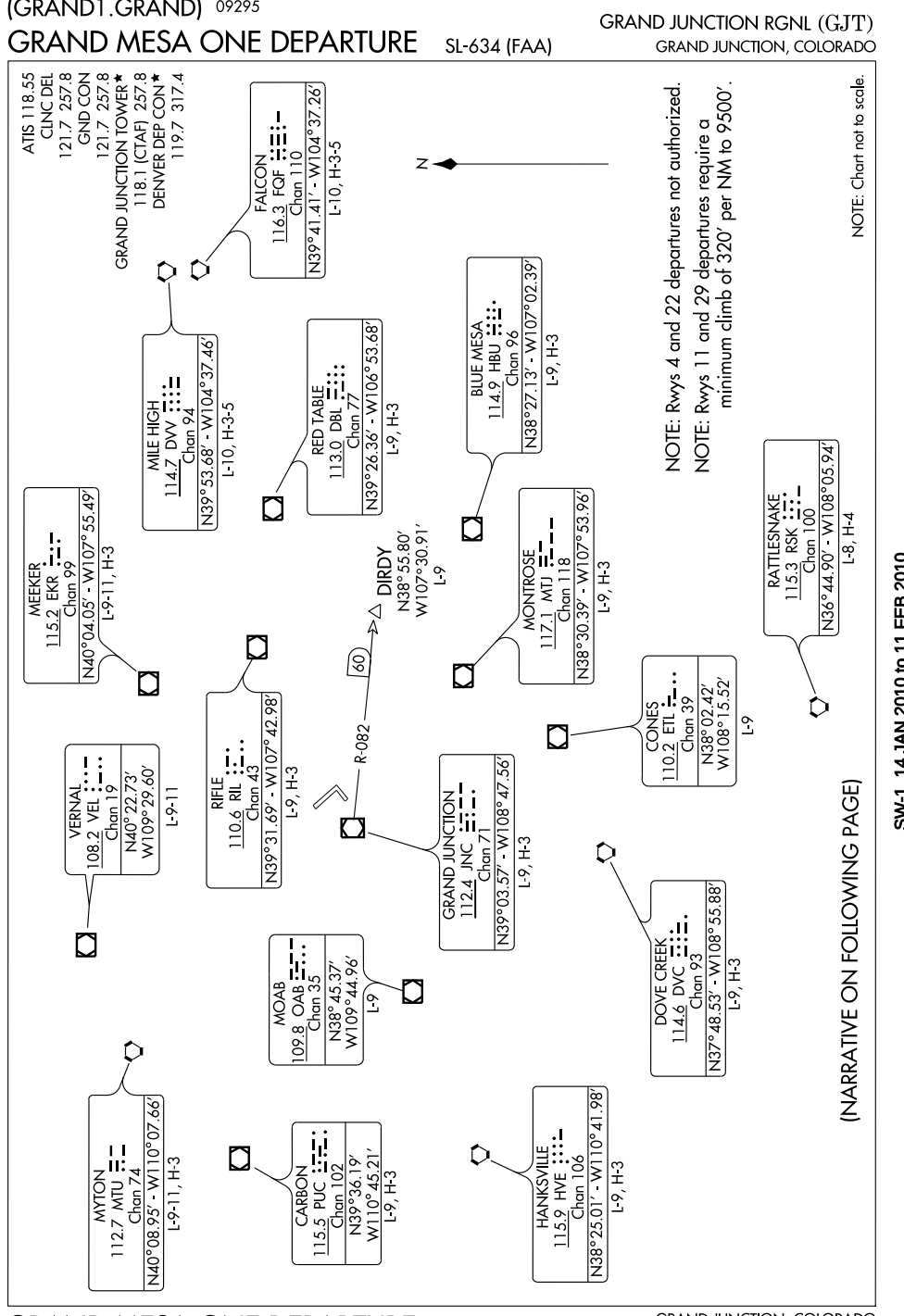
SQUAT TRANSITION (JNC5.SQUAT): From over JNC VORTAC via JNC R-045 to SQUAT INT/JNC 31 DME.

SW-1. 14 JAN 2010 to 11 FEB 2010

GRAND MESA ONE DEPARTURE

SL-634 (FAA)

GRAND JUNCTION RGNL (GJT)
GRAND JUNCTION, COLORADO



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vectors to assigned fix/route. Maintain 14000 or assigned lower altitude. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within 1 minute after departure, Runway 11: Climbing right turn direct to JNC VORTAC; Runway 29: Climb to 6000′ then climbing left turn direct to JNC VORTAC. Aircraft departing JNC R-221 clockwise JNC R-060, depart JNC VORTAC on course. All other aircraft climb in JNC VORTAC holding pattern (hold SW, left turns, 075° inbound) to cross JNC VORTAC at or above: R-061 clockwise R-130 9500′; R-131 clockwise R-220 10500′.

LOC/DME I-GJT	APP CRS	Rwy ldg	10501
110.3	112°	TDZE	4833
Chan 40		Apt Elev	4858

ILS or LOC RWY 11
GRAND JUNCTION RGNL (GJT)

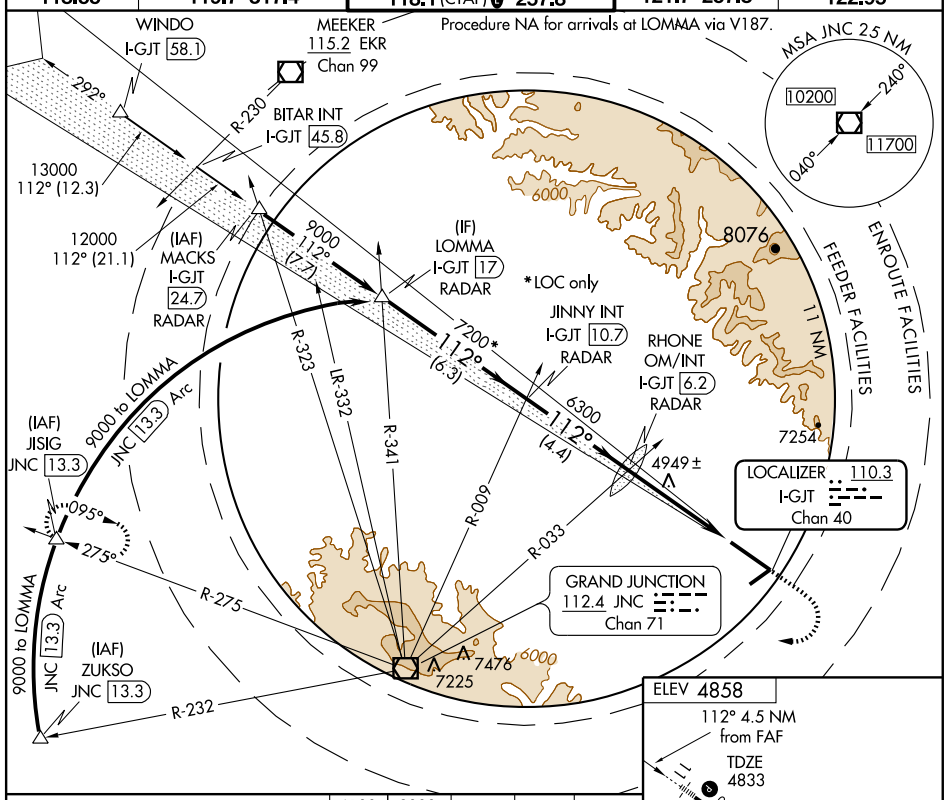
DME required.
RVR 1800 authorized with the use of FD or AP or HUD to DA.

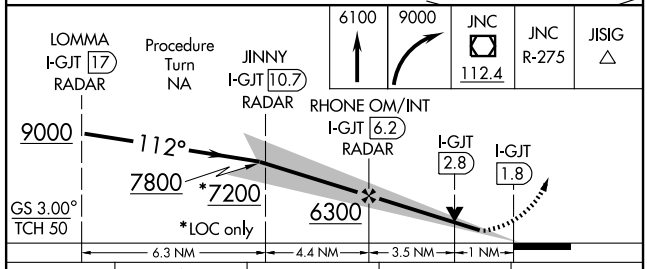
MALSR

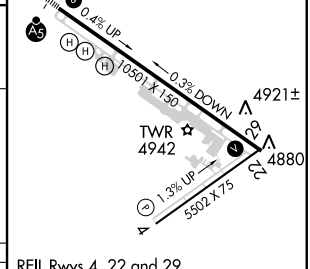
MISSED APPROACH: Climb to 6100 then climbing right turn to 9000 direct JNC VORTAC then via JNC VORTAC R-275 to JISIG/13.3 DME and hold.

ATIS	DENVER APP CON ★	GRAND JUNCTION TOWER ★	GND CON	UNICOM
118.55	119.7 317.4	118.1 (CTAF) L 257.8	121.7 257.8	122.95

Procedure NA for arrivals at LOMMA via V187.







REIL Rwys 4, 22 and 29
MIRL Rwy 4-22
HIRL Rwy 11-29 L

CATEGORY	A	B	C	D
S-ILS 11	# 5033/24 200 (200-½)			
S-LOC 11	5200/24 367 (400-½)			5200/40 367 (400-¾)
CIRCLING	5360-1 502 (600-1)	5380-1 522 (600-1)	5440-1½ 582 (600-1½)	5540-2¼ 682 (700-2¼)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SW-1, 14 JAN 2010 to 11 FEB 2010

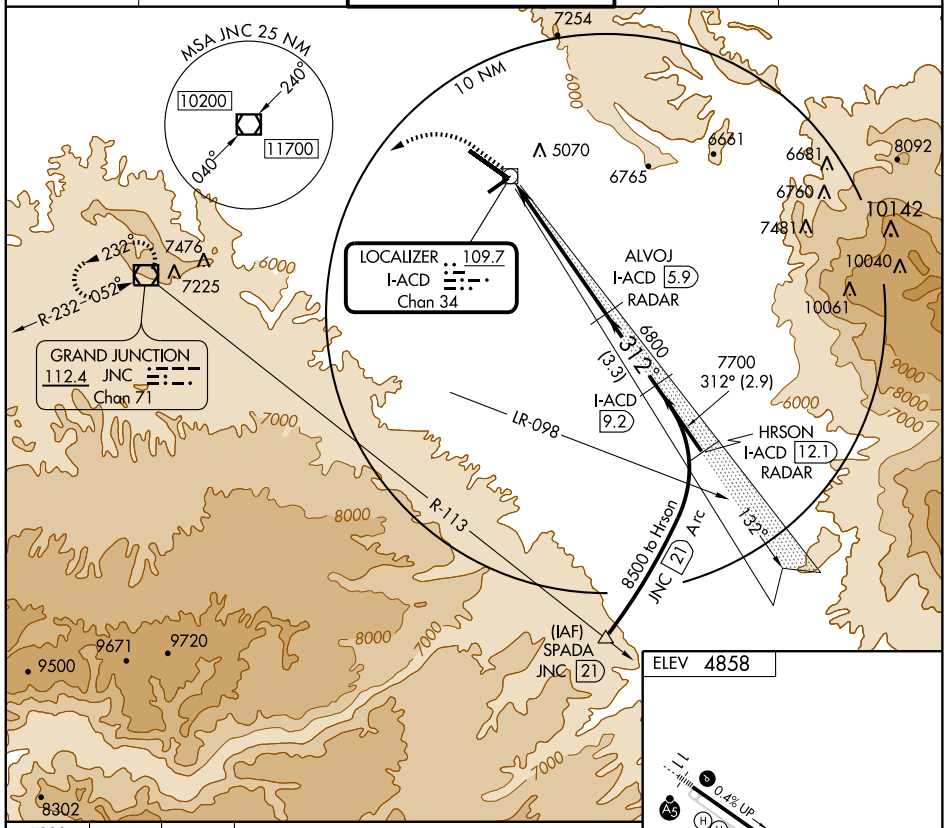
LOC/DME I-ACD	APP CRS	Rwy ldg	10501
109.7	312°	TDZE	4858
Chan 34		Apt Elev	4858

LDA/DME RWY 29
GRAND JUNCTION RGNL (GJT)

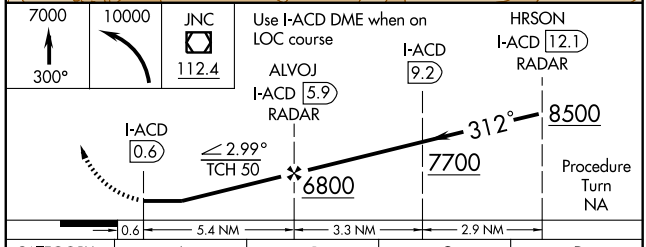
Auto-coupled approach not authorized inside 2.0 DME.

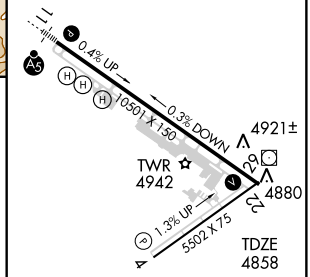
MISSED APPROACH: Climb to 7000 via heading 300°, then climbing left turn to 10000 direct JNC VORTAC and hold.

ATIS	DENVER APP CON ★	GRAND JUNCTION TOWER ★	GND CON	UNICOM
118.55	119.7 317.4	118.1 (CTAF) L 257.8	121.7 257.8	122.95



ELEV 4858





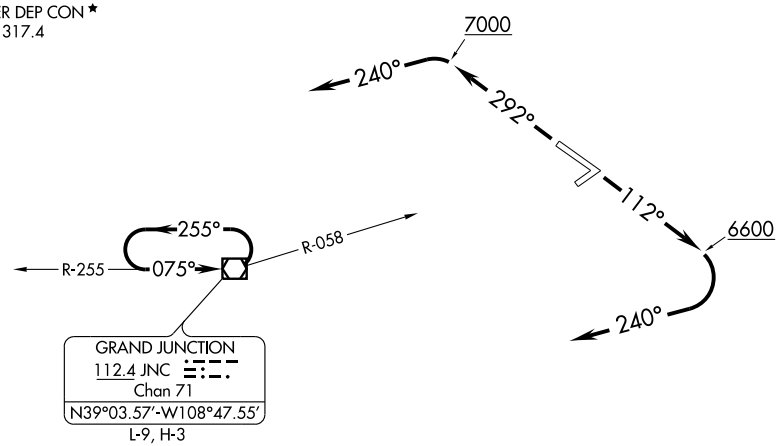
CATEGORY	A	B	C	D
S-29	5400-1 542 (600-1)		5400-1½ 542 (600-1½)	5400-1¾ 542 (600-1¾)
CIRCLING	5400-1 542 (600-1)		5440-1½ 582 (600-1½)	5540-2¼ 682 (700-2¼)

REIL Rwys 4 and 22
MIRL Rwy 4-22
HIRL Rwy 11-29 L

SW-1. 14 JAN 2010 to 11 FEB 2010

MONUMENT ONE DEPARTURE (OBSTACLE)

ATIS 118.55
GND CON
121.7 257.8
GRAND JUNCTION TOWER ★
118.1 257.8
DENVER DEP CON ★
119.7 317.4



TAKE-OFF OBSTACLE NOTES

Rwy 11: Pole and light beginning 252′ from DER, 266′ left of centerline, up to 20′ AGL/4880′ MSL.
Tree 3238′ from DER, 1351′ left of centerline, 100′ AGL/5019′ MSL.

TAKE-OFF MINIMUMS

Rwy 4: NA - Obstacles.
Rwy 22: NA - Obstacles, facility reception (JNC VORTAC).
Rwy 11: Standard with a minimum climb of 390′ per NM to 5100, or 3000-3 for climb in visual conditions.
Rwy 29: Standard with a minimum climb of 220′ per NM to 7000, or 3000-3 for climb in visual conditions.

V

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Climb heading 112° to 6600, then climbing right turn via heading 240° until receiving JNC VORTAC, then proceed direct JNC VORTAC. Thence . . . . , or for climb in visual conditions cross Grand Junction Rgnl Airport westbound at or above 7700, then proceed on JNC R-058 to JNC VORTAC. Thence . . . .

TAKE-OFF RUNWAY 29: Climb heading 292° to 7000, then climbing left turn via heading 240° until receiving JNC VORTAC, then proceed direct JNC VORTAC. Thence . . . . , or for climb in visual conditions cross Grand Junction Rgnl Airport westbound at or above 7700, then proceed on JNC R-058 to JNC VORTAC. Thence . . . .

. . . . Cross JNC VORTAC at or above MEA/MCA for route of flight. If required, continue climb in JNC holding pattern to cross JNC at or above MEA/MCA for route of flight.

SW-1. 14 JAN 2010 to 11 FEB 2010

(NOKXI1.NOKXI) 09295

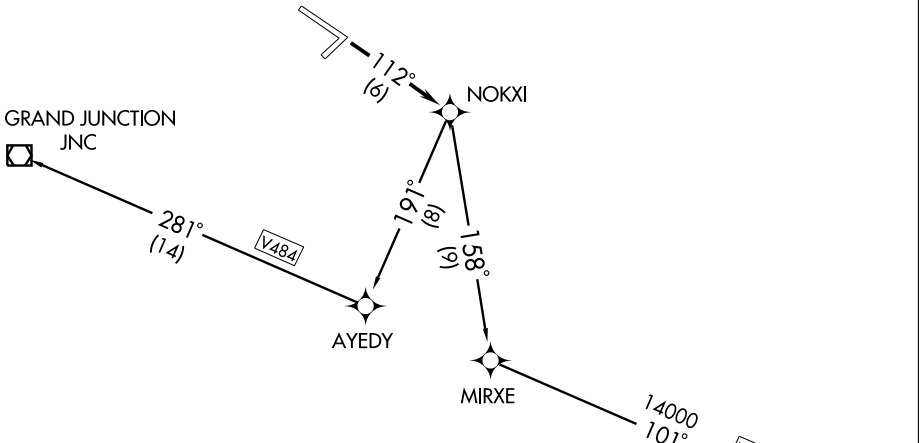
NOKXI ONE DEPARTURE (RNAV)

SL-634 (FAA)

GRAND JUNCTION RGNL (GJT)
GRAND JUNCTION, COLORADO

GRAND JUNCTION TOWER★
118.1 257.8
DENVER DEP CON★
119.7 317.4

NOTE: 1. GPS Required.
2. RNAV 1



TAKE-OFF MINIMUMS:
Rwy 4, 22, 29: NA.
Rwy 11: GRAND JUNCTION TRANSITION: 2300-3 or standard with a minimum climb of 250′ per NM from take-off to 8000′. HAQHY TRANSITION: 5500-3 or standard with a minimum climb of 280′ per NM from take-off to 11,000.

GRAND JUNCTION TRANSITION: Do not exceed 200 KIAS until AYEDY WP, cross JNC VORTAC at MEA/MCA for direction of flight.

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 11: Climb via 112° course to NOKXI WP.

GRAND JUNCTION TRANSITION (NOKXI1.JNC)

HAQHY TRANSITION (NOKXI1.HAQHY)

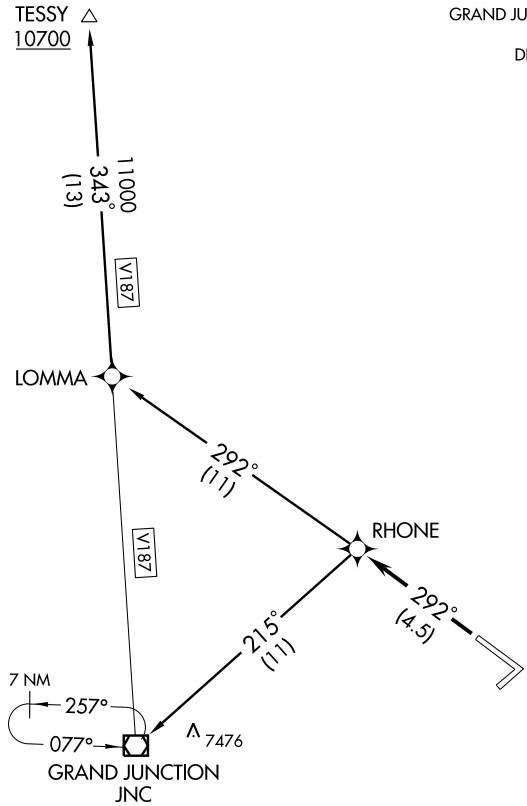
SW-1, 14 JAN 2010 to 11 FEB 2010

RHONE TWO DEPARTURE (RNAV)

SL-634 (FAA)

GRAND JUNCTION RGNL (GJT)
GRAND JUNCTION, COLORADO

ATIS 118.55
GND CON
121.7 257.8
GRAND JUNCTION TOWER ★
118.1 257.8
DENVER DEP CON ★
119.7 317.4
UNICOM 122.95



TAKE-OFF MINIMUMS

Rwy 4, 11, 22: NA.

Rwy 29: GRAND JUNCTION TRANSITION: 2700-2 or standard with a minimum climb of 280′ per NM from take-off to 8000′

TESSY TRANSITION: 2700-2 or standard with a minimum climb of 220′ per NM from LOMMA WP to TESSY INT or 210′ per NM from take-off to 10700′.

NOTE: 1. GPS Required.
2. RNAV 1

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 29: Climb via 292° course to RHONE WP.

GRAND JUNCTION TRANSITION (RHONE2.JNC)

TESSY TRANSITION (RHONE2.TESSY)

WAAS CH 97514 W11A	APP CRS 112°	Rwy ldg 10501 TDZE 4833 Apt Elev 4858

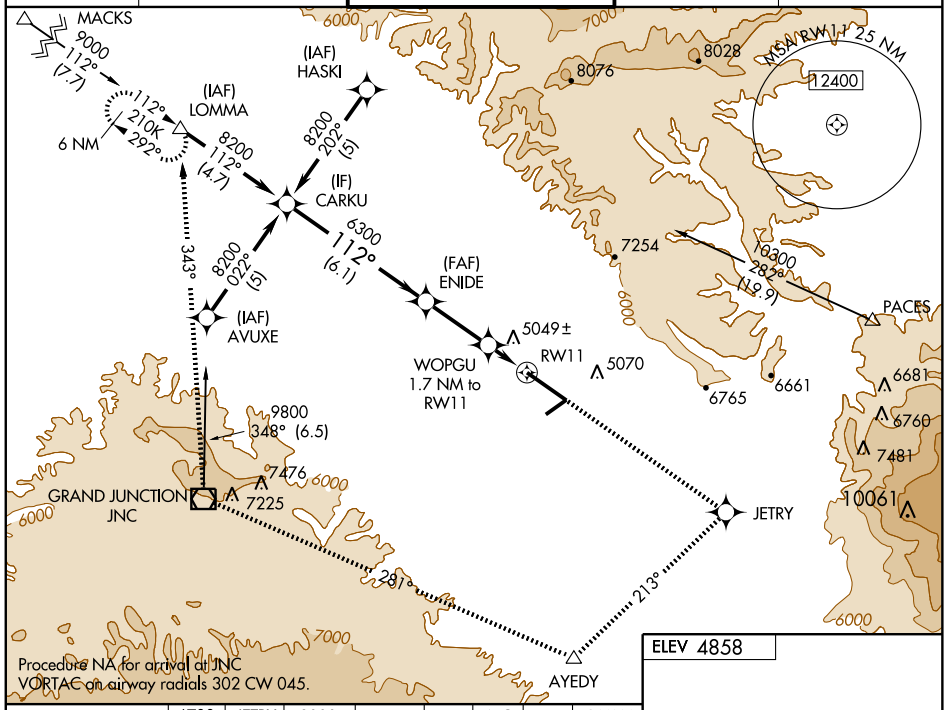
RNAV (GPS) RWY 11
GRAND JUNCTION RGNL (GJT)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, procedure NA.

MALSR

MISSED APPROACH: Climb to 6700 direct JETRY then climbing right turn to 9000 via track 213° to AYEDY and via track 281° to JNC VORTAC and via track 343° to LOMMA and hold.

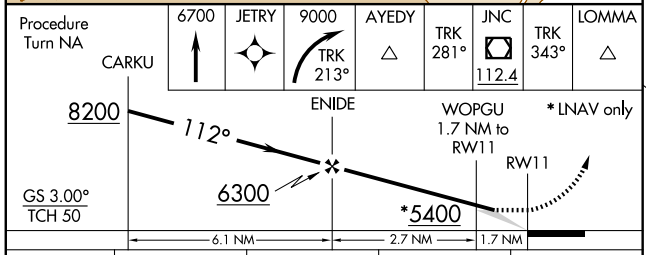
ATIS	DENVER APP CON ★	GRAND JUNCTION TOWER ★	GND CON	UNICOM
118.55	119.7 317.4	118.1 (CTAF) L 257.8	121.7 257.8	122.95



Procedure NA for arrival at JNC VORTAC on airway radials 302 CW 045.

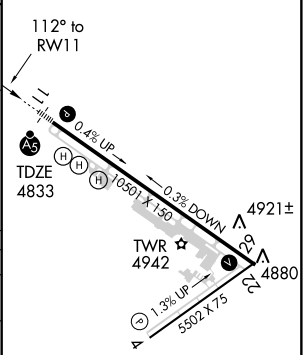
Procedure Turn NA

6700	JETRY	9000	AYEDY	TRK 281°	JNC 112.4	TRK 343°	LOMMA
		TRK 213°					



CATEGORY	A	B	C	D
LPV DA	5033/24 200 (200-½)			
LNAV/VNAV DA	5492-1¾ 659 (700-1¾)			
LNAV MDA	5300/24 467 (500-½)		5300/40 467 (500-¾)	5300/50 467 (500-1)
CIRCLING	5360-1 502 (600-1)	5380-1 522 (600-1)	5440-1½ 582 (600-1½)	5540-2¼ 682 (700-2¼)

ELEV 4858



REIL Rwys 4 and 22
MIRL Rwy 4-22
HIRL Rwy 11-29 L

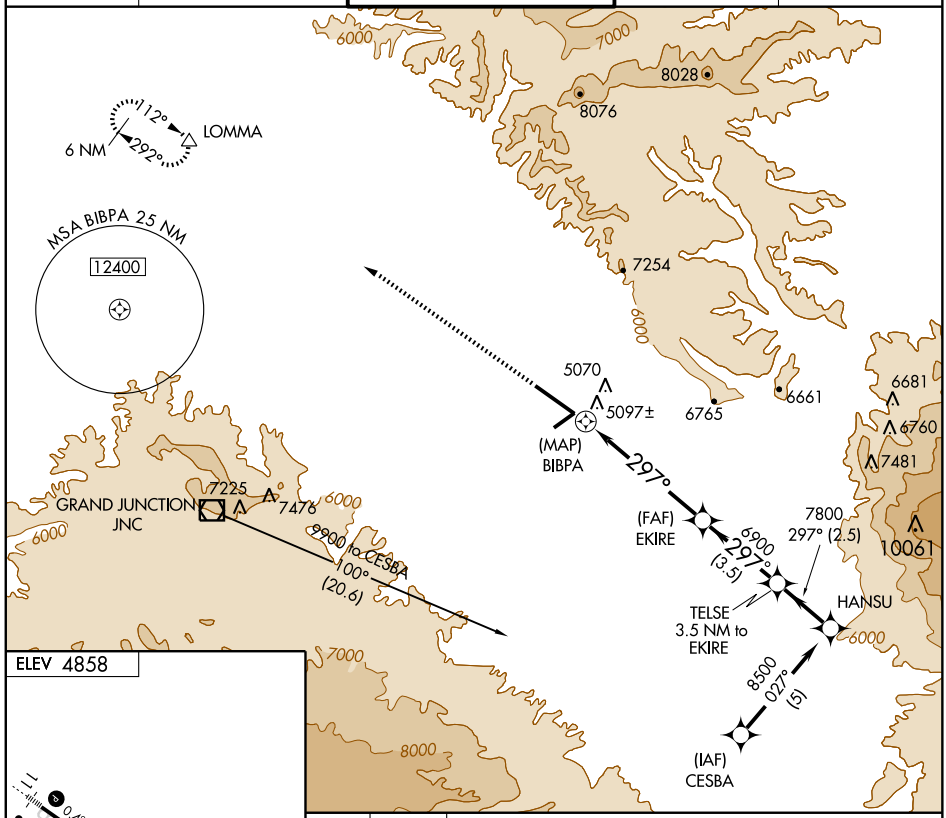
APP CRS	Rwy ldg	10501
297°	TDZE	4858
	Apt Elev	4858

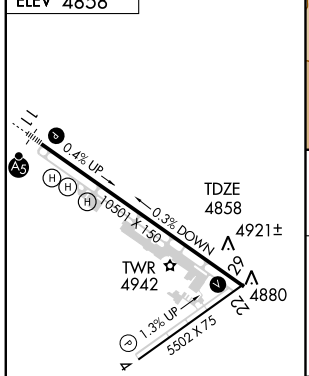
RNAV (GPS) RWY 29
GRAND JUNCTION RGNL (GJT)

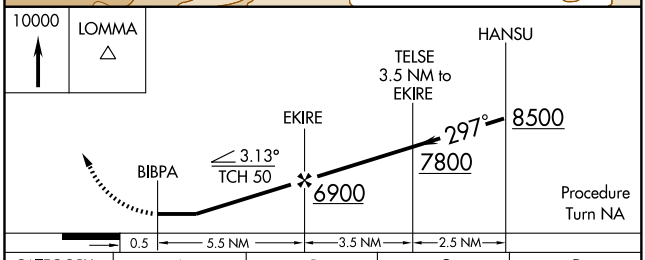
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 10000 direct to LOMMA WP and hold.

ATIS	DENVER APP CON ★	GRAND JUNCTION TOWER ★	GND CON	UNICOM
118.55	119.7 317.4	118.1 (CTAF) 257.8	121.7 257.8	122.95







CATEGORY	A	B	C	D
LNAV MDA	5340-1 482 (500-1)		5340-1¼ 482 (500-1¼)	5340-1½ 482 (500-1½)
CIRCLING	5400-1 542 (600-1)		5540-2 682 (700-2)	5640-2½ 782 (800-2½)

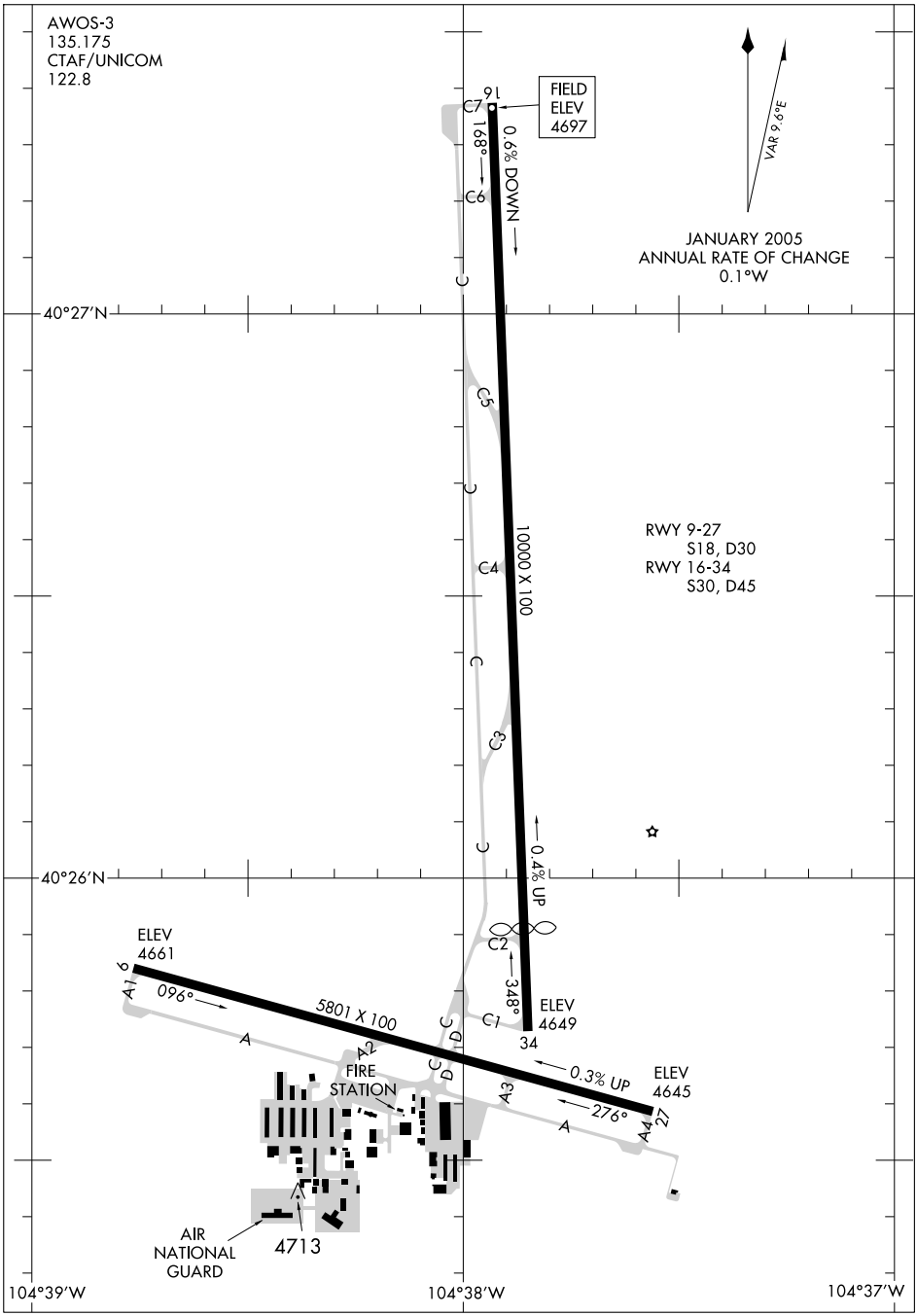
REIL Rwys 4 and 22
MIRL Rwy 4-22
HIRL Rwy 11-29

SW-1, 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

AL-325 (FAA)

GREELEY-WELD COUNTY (GXY)
GREELEY, COLORADO

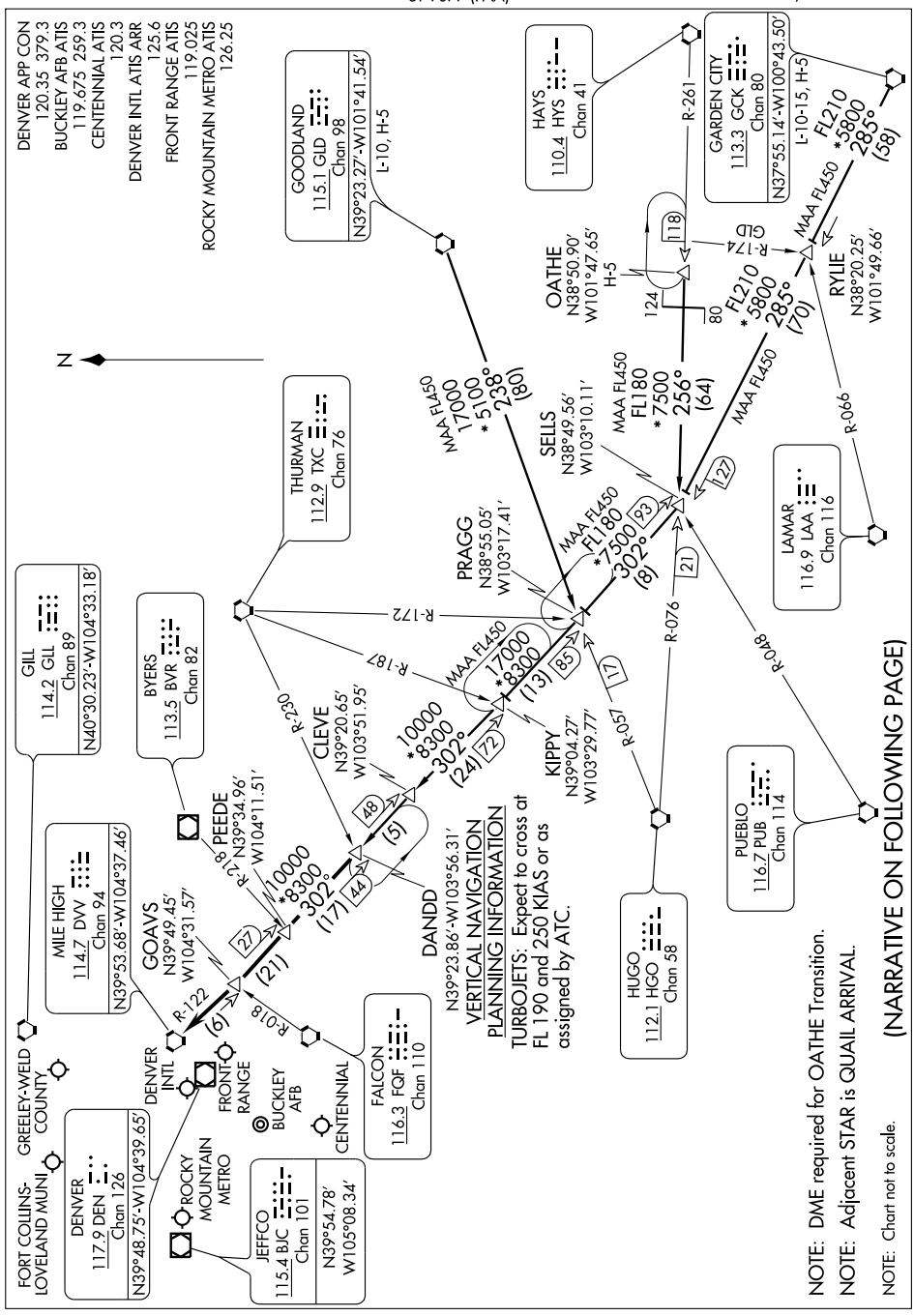


SW-1, 14 JAN 2010 to 11 FEB 2010

DANDD FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



NOTE: DME required for OATHE Transition.

NOTE: Adjacent STAR is QUAIL ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DANDD FIVE ARRIVAL

ARRIVAL DESCRIPTION

GARDEN CITY TRANSITION (GCK.DANDD5): From over GCK VORTAC via GCK R-285 and DVV R-122 to DANDD INT. Thence....

GOODLAND TRANSITION (GLD.DANDD5): From over GLD VORTAC via GLD R-238 and HGO R-057 to PRAGG INT; then via DVV R-122 to DANDD INT. Thence....

OATHE TRANSITION (OATHE.DANDD5): From over OATHE INT via HYS R-261 and HGO R-076 to SELLS INT; then via DVV R-122 to DANDD INT. Thence....

....From over DANDD INT via DVV R-122 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1. 14 JAN 2010 to 11 FEB 2010

DENVER FIVE DEPARTURE

CLNC DEL
126.65
DENVER DEP CON
134.85 251.125

TAKE-OFF MINIMUMS:
All runways standard.

CHEYENNE
113.1 CYS
Chan 78
N41°12.66′
W104°46.37′
L-12, H-3-5

SIDNEY
115.9 SNY
Chan 106
N41°05.80′
W102°58.98′
L-10-12, H-5

LARAMIE
117.6 LAR
Chan 123
N41°20.27′-W105°43.26′
L-9-12, H-3-5

ROCK SPRINGS
116.0 OCS
Chan 107
N41°35.41′-W109°00.92′
L-11, H-3

GILL
114.2 GLL
Chan 89
N40°30.23′
W104°33.18′
L-10, H-5

MILE HIGH
114.7 DVV
Chan 94
N39°53.68′
W104°37.46′
L-10, H-3-5

AKRON
114.4 AKO
Chan 91
N40°09.33′-W103°10.78′
L-10, H-5

KREMMLING
113.8 RLG
Chan 85
N40°00.16′
W106°26.55′
L-9-11, H-3-5

THURMAN
112.9 TXC
Chan 76
N39°41.90′
W103°12.90′
L-10, H-5

HAYES CENTER
117.7 HCT
Chan 124
N40°27.24′-W100°55.42′
L-10, H-5

MEEKER
115.2 EKR
Chan 99
N40°04.05′-W107°55.49′
L-9-11, H-3

N

BLACK FOREST
112.5 BRK
Chan 72
N38°56.67′-W104°38.01′
L-10, H-3-5

FALCON
116.3 FQF
Chan 110
N39°41.41′
W104°37.26′
L-10, H-5

GOODLAND
115.1 GLD
Chan 98
N39°23.27′-W101°41.54′
L-10, H-5

GRAND JUNCTION
112.4 JNC
Chan 71
N39°03.57′-W108°47.55′
L-9, H-3

DENVER
117.9 DEN
Chan 126
N39°48.75′ W104°39.65′
L-10, H-3-5

HUGO
112.1 HGO
Chan 58
N38°49.05′-W103°37.28′
L-10, H-5

BLUE MESA
114.9 HBU
Chan 96
N38°27.13′-W107°02.39′
L-9, H-3

PUEBLO
116.7 PUB
Chan 114
N38°17.66′-W104°25.77′
L-10, H-5

GARDEN CITY
113.3 GCK
Chan 80
N37°55.15′-W100°43.51′
L-10-15, H-5

NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

SW-1. 14 JAN 2010 to 11 FEB 2010

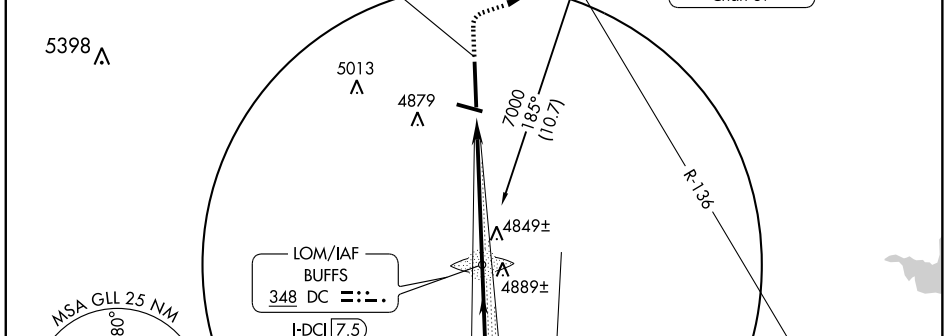
LOC/DME I-DCI 110.3 Chan 40	APP CRS 347°	Rwy ldg 8900 TDZE 4665 Apt Elev 4697

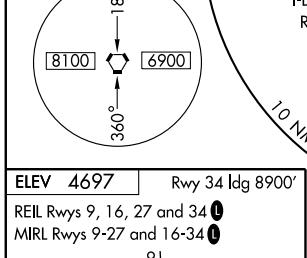
ILS or LOC RWY 34
GREELEY-WELD COUNTY (GXY)

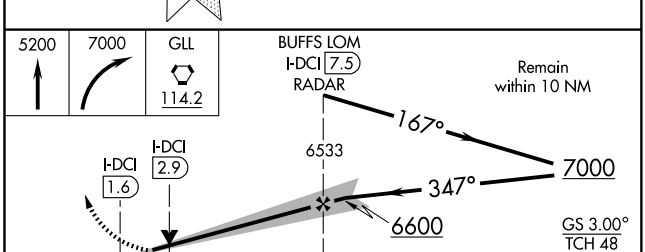
Use I-DCI DME when on localizer course.
When local altimeter setting not received, use Fort Collins-Loveland Muni altimeter setting and increase DA to 4950 feet and all visibility ¼ mile; increase all MDA 100 feet and Cat C/D visibility ¼ mile.
VDP NA when using Fort Collins-Loveland Muni altimeter setting.

MISSED APPROACH: Climb to 5200 then climbing right turn to 7000 direct GLL VORTAC and hold, continue climb-in-hold to 7000.

AWOS-3	DENVER APP CON	CLNC DEL	UNICOM
135.175	134.85 251.125	126.65	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 34	4865-¾ 200 (200-¾)			
S-LOC 34	5100-1 435 (500-1)		5100-1¼ 435 (500-1¼)	5100-1½ 435 (500-1½)
CIRCLING	5120-1 423 (500-1)	5160-1 463 (500-1)	5200-1½ 503 (600-1½)	5260-2 563 (600-2)

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

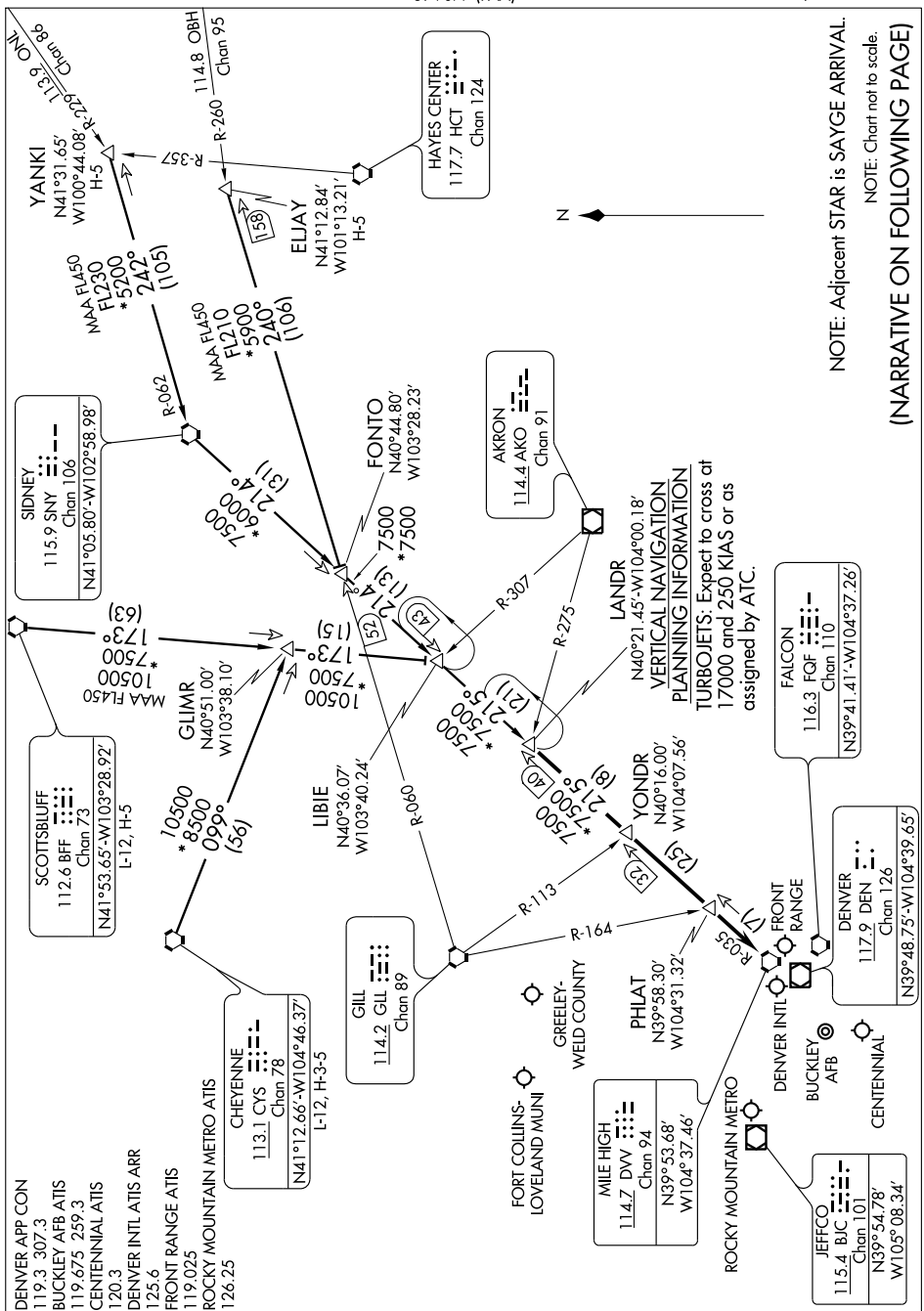
SW-1, 14 JAN 2010 to 11 FEB 2010

(LANDR.LANDR5) 07298

LANDR FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.LANDR5): From over CYS VORTAC via CYS R-099 and BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

ELJAY TRANSITION (ELJAY.LANDR5): From over ELJAY INT via GLL R-060 to FONTO INT, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

SCOTTSBLUFF TRANSITION (BFF.LANDR5): From over BFF VORTAC via BFF R-173 to LIBIE INT; then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

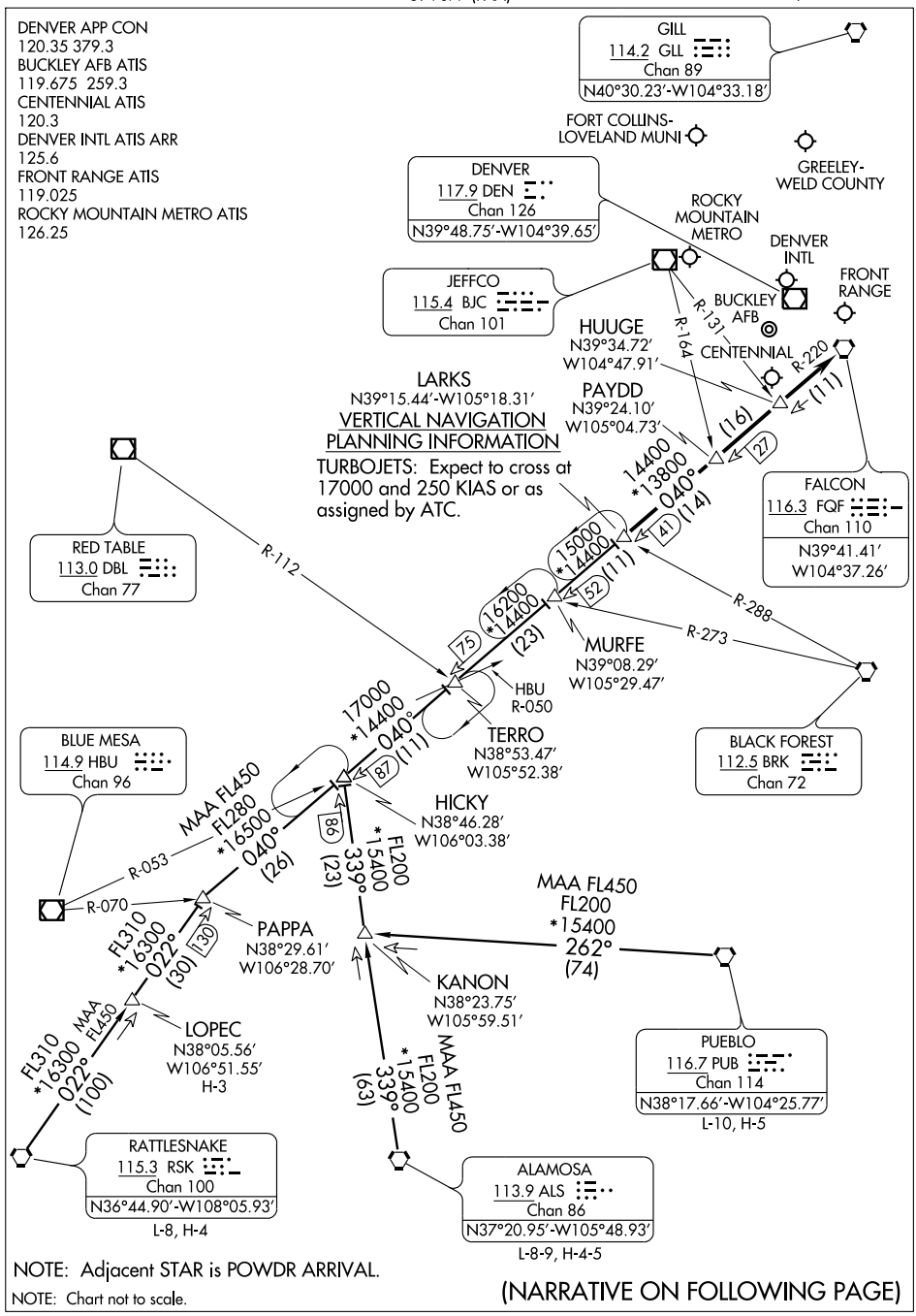
YANKI TRANSITION (YANKI.LANDR5): From over YANKI INT via SNY R-062 to SNY VORTAC, then via SNY R-214 and DVV R-035 to LANDR INT. Thence....

....From over LANDR INT via DVV R-035 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

LARKS SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



NOTE: Adjacent STAR is POWDR ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 14 JAN 2010 to 11 FEB 2010

LARKS SIX ARRIVAL

ARRIVAL DESCRIPTION

ALAMOSA TRANSITION (ALS.LARKS6): From over ALS VORTAC via ALS R-339 and FQF R-220 to LARKS INT. Thence....

LOPEC TRANSITION (LOPEC.LARKS6): From over LOPEC INT via RSK R-022 and FQF R-220 to LARKS INT. Thence....

PUEBLO TRANSITION (PUB.LARKS6): From over PUB VORTAC via PUB R-262 to KANON INT; then via ALS R-339 and FQF R-220 to LARKS INT. Thence....

RATTLESNAKE TRANSITION (RSK.LARKS6): From over RSK VORTAC via RSK R-022 and FQF R-220 to LARKS INT. Thence....

....From over LARKS INT via FQF R-220 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1. 14 JAN 2010 to 11 FEB 2010

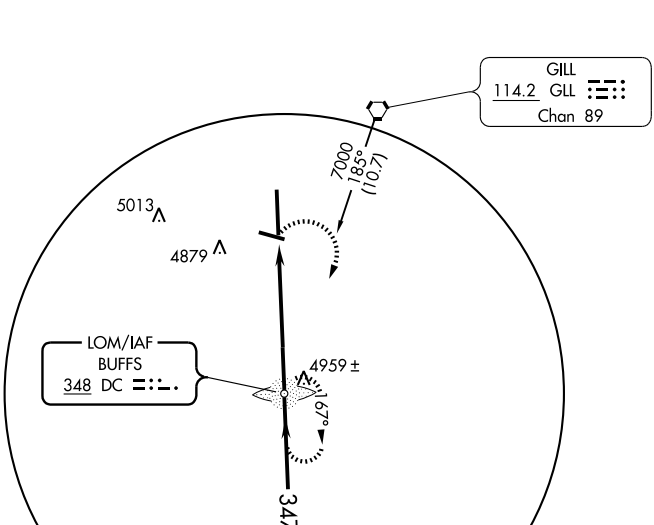
LOM DC	APP CRS	Rwy ldg	8900
348	347°	TDZE	4665
		Apt Elev	4697

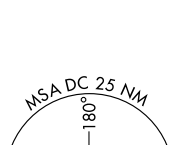
NDB RWY 34

GREELEY-WELD COUNTY (GXY)

MISSED APPROACH: Climbing right turn to 7000 direct BUFFS LOM and hold, continue climb-in-hold to 7000.

AWOS-3	DENVER APP CON	CLNC DEL	UNICOM
135.175	134.85 251.125	126.65	122.8 (CTAF) L

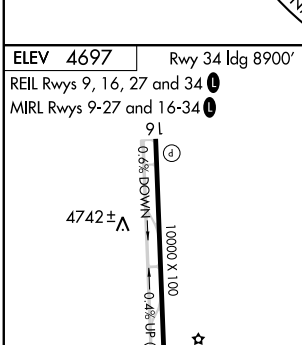




ELEV 4697 Rwy 34 ldg 8900'

REIL Rwys 9, 16, 27 and 34 L

MIRL Rwys 9-27 and 16-34 L



FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

CATEGORY	A	B	C	D
S-34	5180-1 515 (500-1)		5180-1½ 515 (500-1½)	5180-1¾ 515 (500-1¾)
CIRCLING	5180-1 483 (500-1)		5200-1½ 503 (600-1½)	5260-2 563 (600-2)

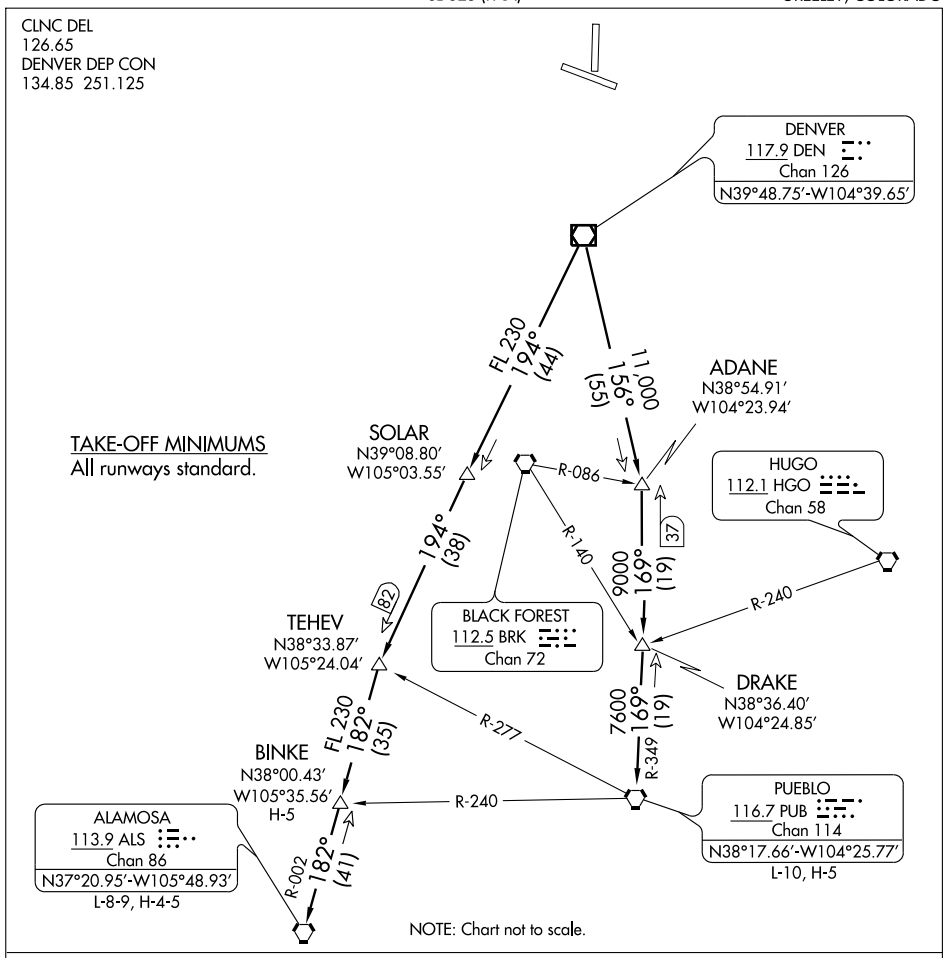
SW-1, 14 JAN 2010 to 11 FEB 2010

PIKES FOUR DEPARTURE

SL-325 (FAA)

GREELEY-WELD COUNTY (GXY)
GREELEY, COLORADO

CLNC DEL
126.65
DENVER DEP CON
134.85 251.125



TAKE-OFF MINIMUMS
All runways standard.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

ALAMOSA TRANSITION (PIKES4.ALS): From over DEN VOR/DME via DEN R-194 and ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES4.BINKE): From over DEN VOR/DME via DEN R-194 and ALS R-002 to BINKE INT.

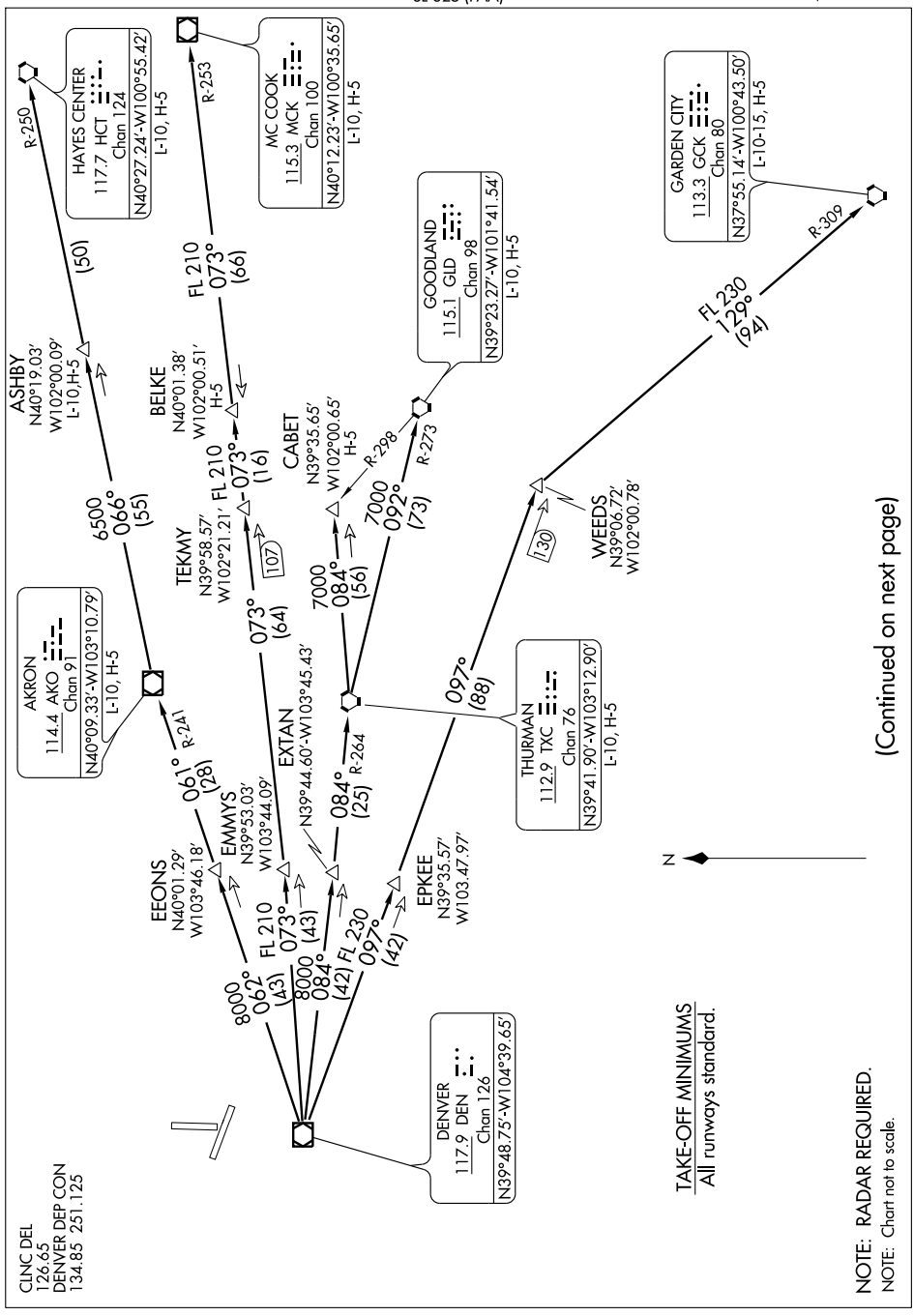
PUEBLO TRANSITION (PIKES4.PUB): From over DEN VOR/DME via DEN R-156 and PUB R-349 to PUB VORTAC.

SW-1, 14 JAN 2010 to 11 FEB 2010

PLAINS FOUR DEPARTURE

SL-325 (FAA)

GREELEY-WELD COUNTY (GXY)
GREELEY, COLORADO



(Continued on next page)

DEPARTURE ROUTE DESCRIPTION

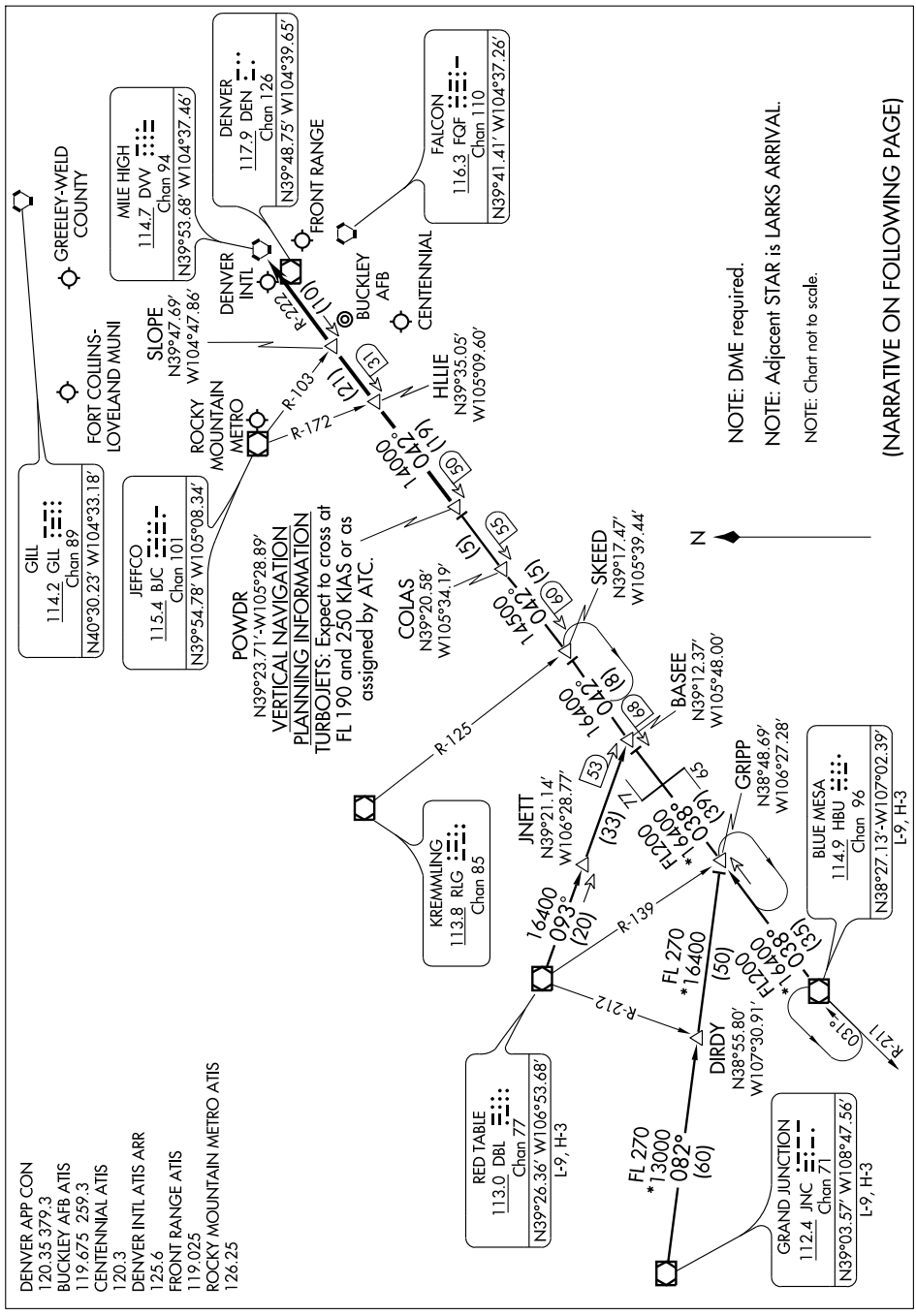
Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.
LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7,000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.
AKRON TRANSITION (PLAIN4.AKO): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME.
ASHBY TRANSITION (PLAIN4.ASHBY): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to ASHBY INT.
BELKE TRANSITION (PLAIN4.BELKE): From over DEN VOR/DME via DEN R-073 and MCK R-253 to BELKE INT.
CABET TRANSITION (PLAIN4.CABET): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-084 to CABET INT.
GARDEN CITY TRANSITION (PLAIN4.GCK): From over DEN VOR/DME via DEN R-097 and GCK R-309 to GCK VORTAC.
GOODLAND TRANSITION (PLAIN4.GLD): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC, then via TXC R-092 and GLD R-273 to GLD VORTAC.
HAYES CENTER TRANSITION (PLAIN4.HCT): From over DEN VOR/DME via DEN R-062 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to HCT VORTAC.
MCCOOK TRANSITION (PLAIN4.MCK): From over DEN VOR/DME via DEN R-073 and MCK R-253 to MCK VOR/DME.
THURMAN TRANSITION (PLAIN4.TXC): From over DEN VOR/DME via DEN R-084 and TXC R-264 to TXC VORTAC.
WEEDS TRANSITION (PLAIN4.WEEDS): From over DEN VOR/DME via DEN R-097 to WEEDS INT.

SW-1. 14 JAN 2010 to 11 FEB 2010

POWDR SEVEN ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



POWDR SEVEN ARRIVAL

ARRIVAL DESCRIPTION

BLUE MESA TRANSITION (HBU.POWDR7): From over HBU VOR/DME via HBU R-038 and DVV R-222 to POWDR INT. Thence....

GRAND JUNCTION TRANSITION (JNC.POWDR7): From over JNC VORTAC via JNC R-082 to GRIPP INT; then via HBU R-038 and DVV R-222 to POWDR INT. Thence....

RED TABLE TRANSITION (DBL.POWDR7): From over DBL VOR/DME via DBL R-093 and DVV R-222 to POWDR INT. Thence....

....from over POWDR INT via DVV VORTAC R-222 to HLLIE, then via DVV VORTAC R-222 to SLOPE, then via DVV VORTAC R-222 to DVV. Expect radar vectors to the final approach course at or before DVV VORTAC.

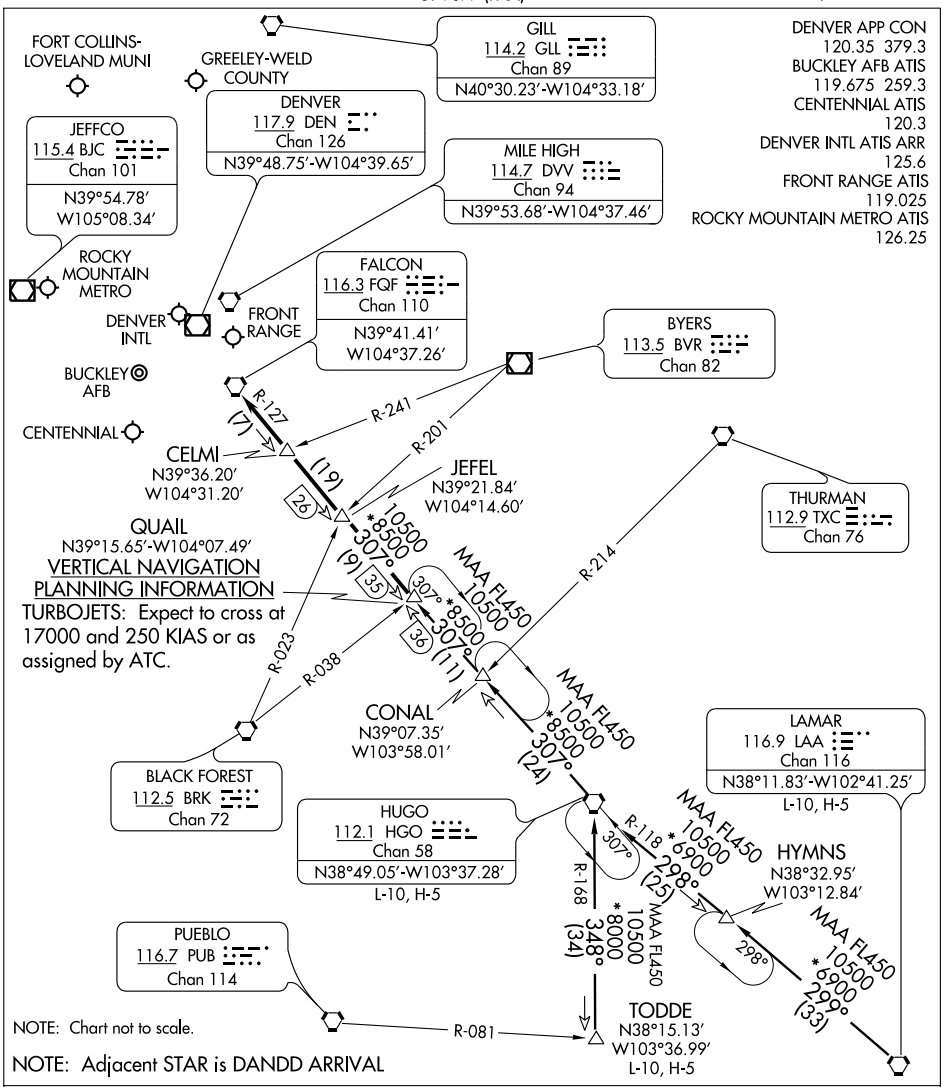
SW-1. 14 JAN 2010 to 11 FEB 2010

(QUAIL.QUAIL6) 09127

QUAIL SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



HUGO TRANSITION (HGO.QUAIL6): From over HGO VORTAC via HGO R-307 to CONAL INT; then via 306° course to QUAIL INT. Thence....

LAMAR TRANSITION (LAA.QUAIL6): From over LAA VORTAC via LAA R-299 to HYMNS INT; then via 298° course to HGO VORTAC; then via HGO R-307 to CONAL INT then via 306° course to to QUAIL INT. Thence....

TODDE TRANSITION (TODDE.QUAIL6): From over TODDE INT via HGO R-168 to HGO VORTAC; then via HGO R-307 to QUAIL INT. Thence....

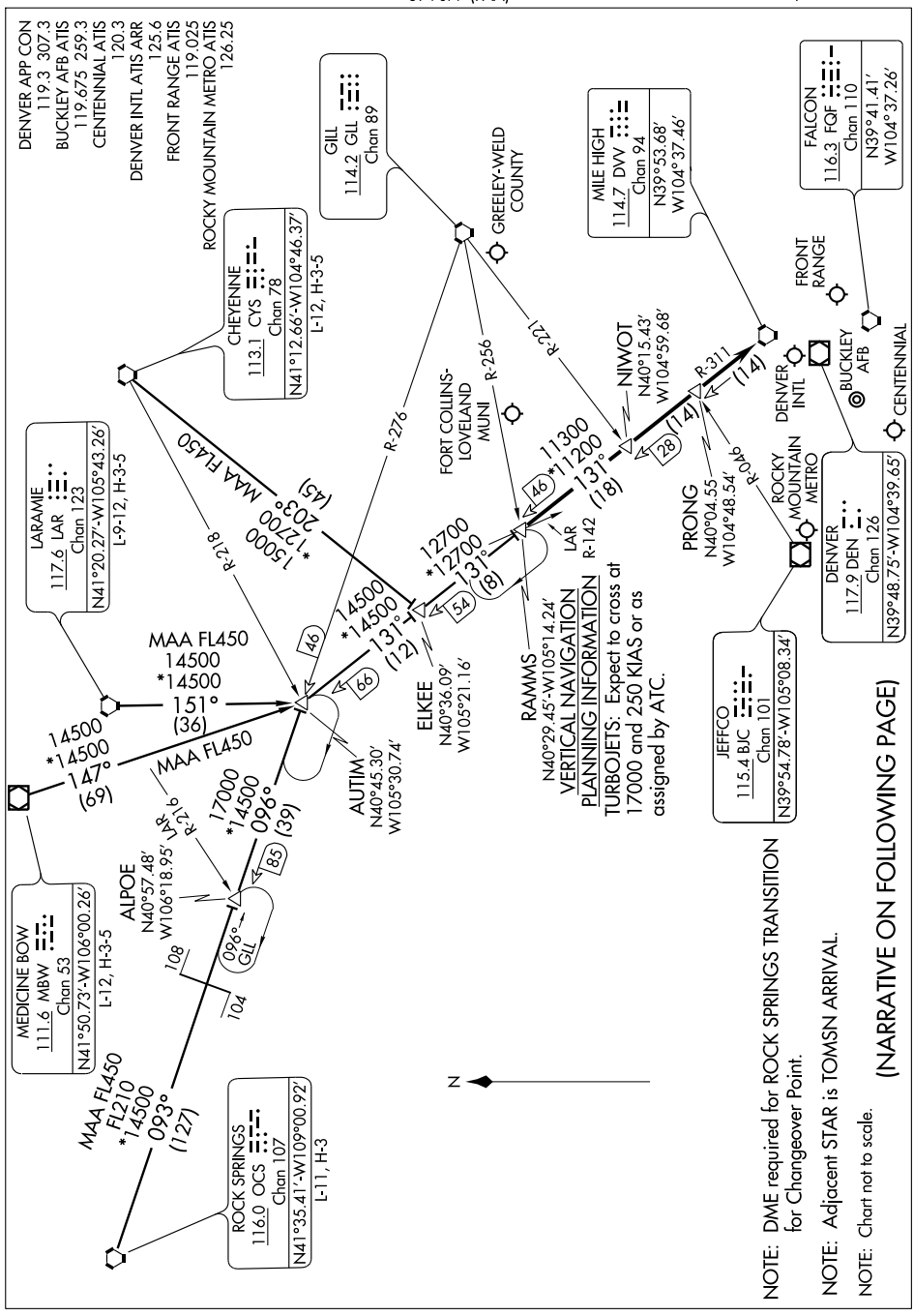
....From over QUAIL INT via HGO R-307 and FQF R-127 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1. 14 JAN 2010 to 11 FEB 2010

RAMMS FIVE ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



NOTE: DME required for ROCK SPRINGS TRANSITION for Changeover Point.

NOTE: Adjacent STAR is TOMSN ARRIVAL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CHEYENNE TRANSITION (CYS.RAMMS5): From over CYS VORTAC via CYS R-203 and DVV R-311 to RAMMS INT. Thence....

LARAMIE TRANSITION (LAR.RAMMS5): From over LAR VORTAC via LAR R-151 and DVV R-311 to RAMMS INT. Thence....

MEDICINE BOW TRANSITION (MBW.RAMMS5): From over MBW VOR/DME via MBW R-147 and DVV R-311 to RAMMS INT. Thence....

ROCK SPRINGS TRANSITION (OCS.RAMMS5): From over OCS VORTAC via OCS R-093 and GLL R-276 to AUTIM INT, then via DVV R-311 to RAMMS INT. Thence....

....From over RAMMS INT via DVV R-311 to DVV VORTAC. Expect radar vectors to the final approach course at or before DVV VORTAC.

SW-1. 14 JAN 2010 to 11 FEB 2010

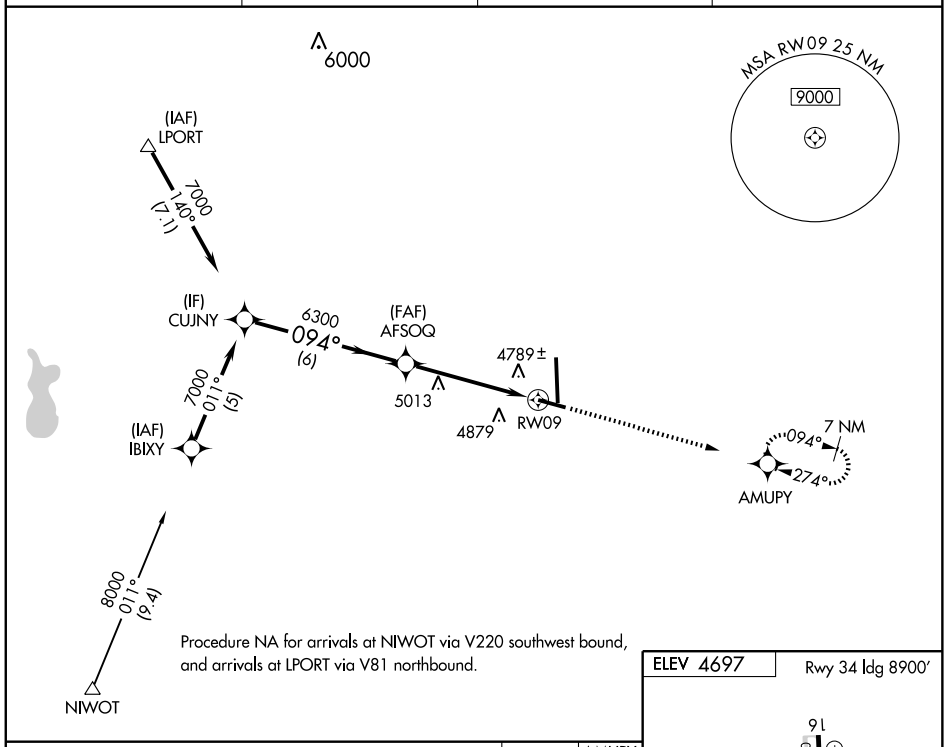
WAAS CH 62900 W09A	APP CRS 094°	Rwy ldg 5801 TDZE 4661 Apt Elev 4697

RNAV (GPS) RWY 9
GREELEY-WELD COUNTY (GXY)

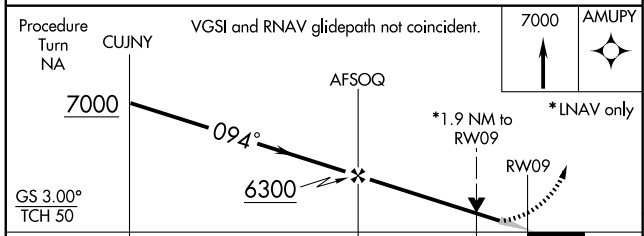
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -24°C (-11°F).

MISSED APPROACH: Climb to 7000 direct AMUPY and hold.

AWOS-3	DENVER APP CON	CLNC DEL	UNICOM
135.175	134.85 251.125	126.65	122.8 (CTAF) L



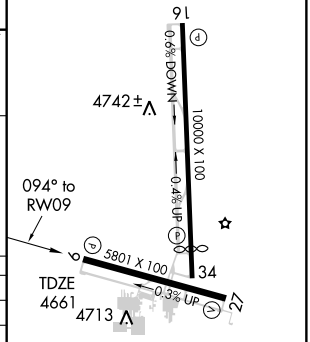
Procedure NA for arrivals at NIWOT via V220 southwest bound, and arrivals at LPORT via V81 northbound.



CATEGORY	A	B	C	D
LPV DA	4911-¾ 250 (300-¾)			
LNAV/VNAV DA	5201-2 540 (600-2)			
LNAV MDA	5320-1 659 (700-1)		5320-1¾ 659 (700-1¾)	5320-2 659 (700-2)
CIRCLING	5320-2 623 (700-2)			

ELEV 4697

Rwy 34 ldg 8900'



REIL Rwys 9, 27, 16 and 34 L
MIRL Rwys 9-27 and 16-34 L

SW-1, 14 JAN 2010 to 11 FEB 2010

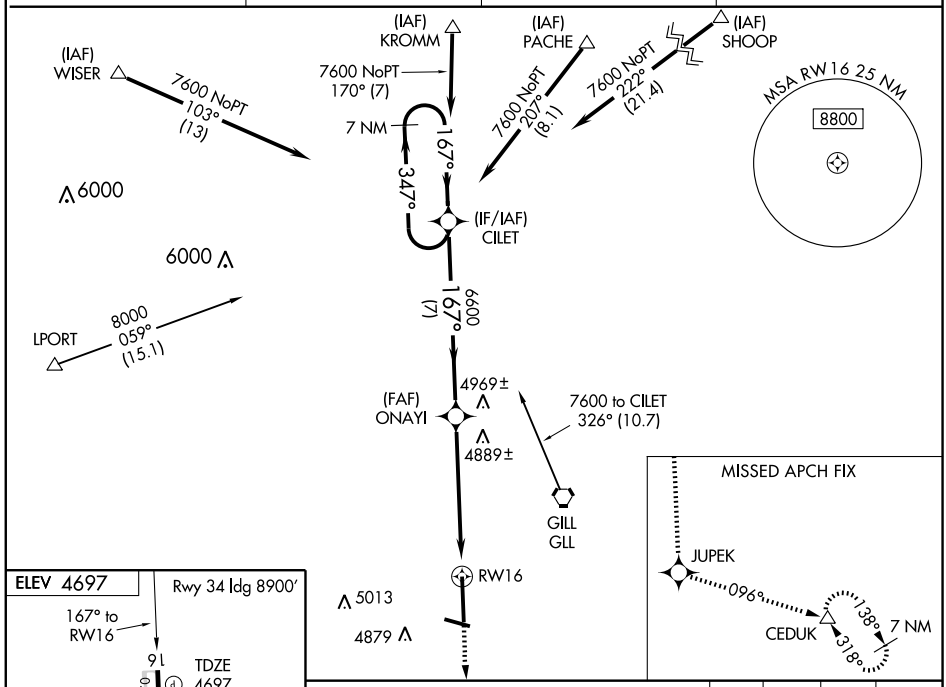
WAAS CH 72708 W16A	APP CRS 167°	Rwy ldg 10000 TDZE 4697 Apt Elev 4697

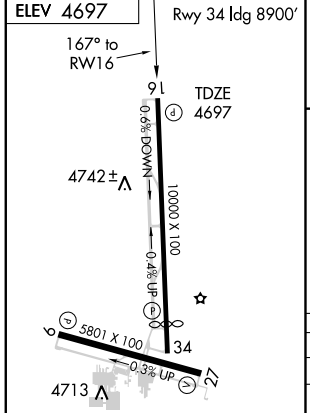
RNAV (GPS) RWY 16
GREELEY-WELD COUNTY (GXY)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 39°C (102°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
VDP and Baro-VNAV NA when using Fort Collins-Loveland Muni altimeter setting.
When local altimeter setting not received, use Fort Collins-Loveland Muni altimeter setting and increase LPV DA to 5063 feet and visibility all Cats ¼ mile. Increase LNAV/VNAV DA to 5207 and visibility all Cats ¼ mile. Increase all MDA 100 feet and LNAV visibility Cats C and D ¼ mile. Increase Circling visibility Cat C ¼ mile.

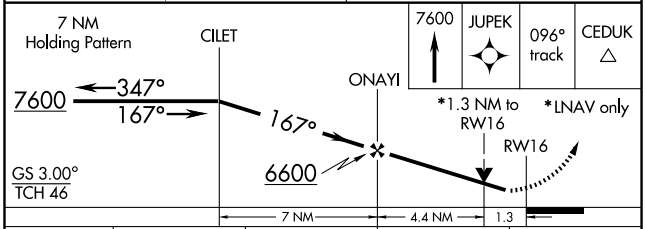
MISSED APPROACH: Climb to 7600 direct JUPEK and via 096° track to CEDUK and hold.

AWOS-3	DENVER APP CON	CLNC DEL	UNICOM
135.175	134.85 251.125	126.65	122.8 (CTAF) L





REIL Rwys 9, 16, 27 and 34 L
MIRL Rwys 9-27 and 16-34 L



CATEGORY	A	B	C	D
LPV DA	4978-1 281 (300-1)			
LNAV/VNAV DA	5122-1½ 425 (500-1½)			
LNAV MDA	5140-1 443 (500-1)		5140-1¼ 443 (500-1¼)	5140-1½ 443 (500-1½)
CIRCLING	5140-1 443 (500-1)	5160-1 463 (500-1)	5200-1½ 503 (600-1½)	5260-2 563 (600-2)

SW-1, 14 JAN 2010 to 11 FEB 2010

WAAS CH 86808 W27A	APP CRS 275°	Rwy ldg 5801 TDZE 4650 Apt Elev 4697

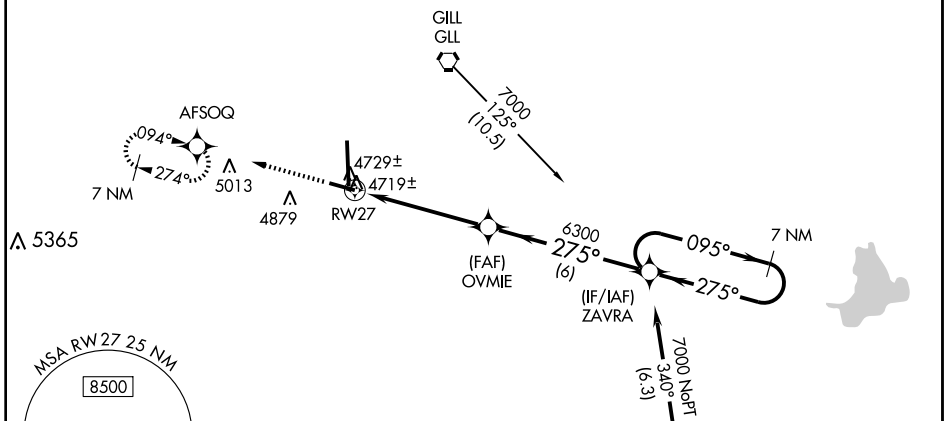
RNAV (GPS) RWY 27
GREELEY-WELD COUNTY (GXY)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 39°C (102°F). DME/DME RNP -0.3 NA.
VDP and Baro-VNAV NA when using Fort Collins-Loveland Muni altimeter setting.
When local altimeter setting not received, use Fort Collins-Loveland Muni altimeter setting and increase LPV DA to 4985 and visibility all Cats ½ mile. Increase LNAV/VNAV DA to 5074 and visibility all Cats ¼ mile. Increase all MDA 100 feet and LNAV visibility Cat C ¼ mile and Cat D ½ mile. Increase Circling Cat C visibility ¼ mile.

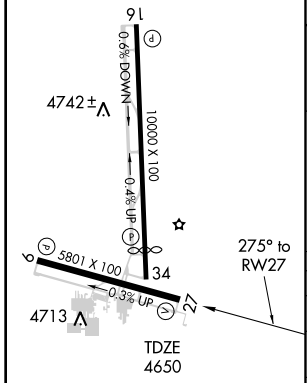
MISSED APPROACH: Climb to 8500 direct AFSOQ and hold, continue climb-in-hold to 8500.

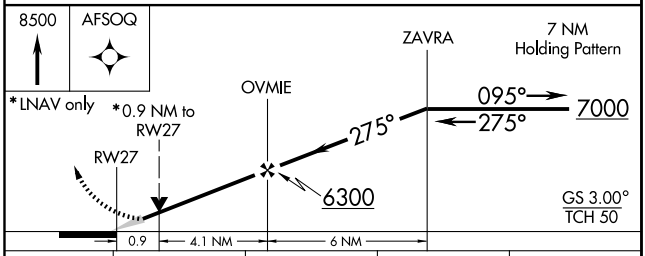
AWOS-3	DENVER APP CON	CLNC DEL	UNICOM
135.175	134.85 251.125	126.65	122.8 (CTAF) L

Procedure NA for arrivals at GLL VORTAC via V220 west bound and V4 northwest bound.



ELEV 4697 Rwy 34 ldg 8900′





CATEGORY	A	B	C	D
LPV DA	4900-¾ 250 (300-¾)			
LNAV/VNAV DA	4989-1¼ 339 (300-1¼)			
LNAV MDA	4980-1 330 (300-1)			
CIRCLING	5120-1 423 (500-1)	5160-1 463 (500-1)	5200-1½ 503 (600-1½)	5260-2 563 (600-2)

REIL Rwys 9, 16, 27 and 34 L
MIRL Rwys 9-27 and 16-34 L

SW-1, 14 JAN 2010 to 11 FEB 2010

WAAS CH 69607 W34A	APP CRS 347°	Rwy ldg 8900 TDZE 4665 Apt Elev 4697

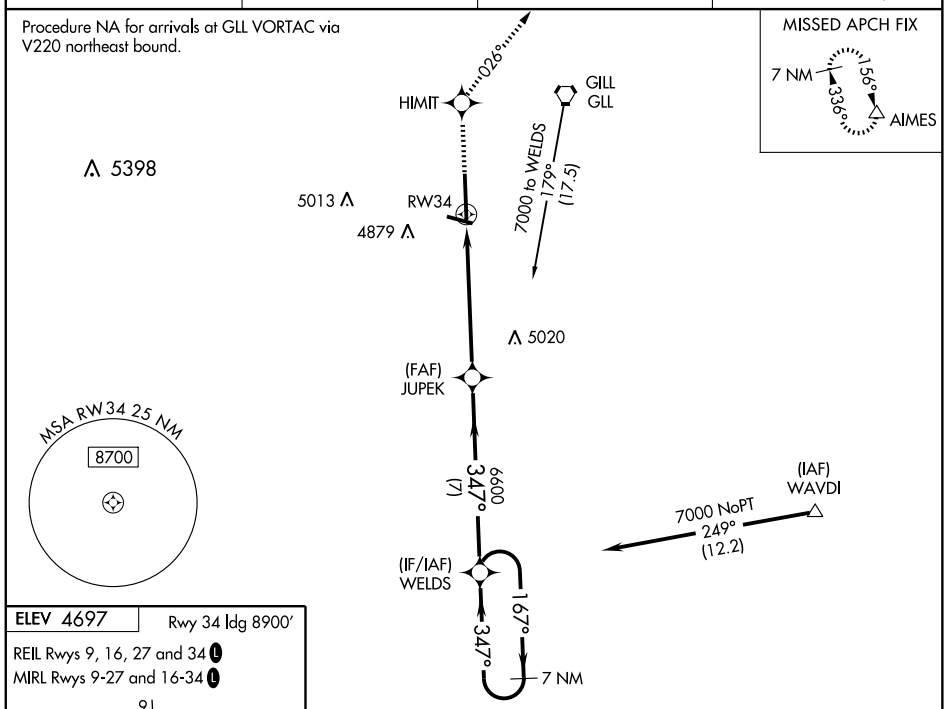
RNAV (GPS) RWY 34
GREELEY-WELD COUNTY (GXY)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 39°C (102°F). DME/DME RNP -0.3 NA. VDP and Baro-VNAV NA when using Fort Collins-Loveland Muni altimeter setting. When local altimeter setting not received, use Fort Collins-Loveland Muni altimeter setting and increase LPV DA to 5000 feet and visibility all Cats ¼ mile. Increase LNAV/VNAV DA to 5073 feet and visibility all Cats ¼ mile. Increase all MDA 100 feet and LNAV visibility Cats C and D ¼ mile. Increase Circling visibility Cat C ¼ mile.

MISSED APPROACH: Climb to 8000 direct HIMIT and via 026° track to AIMES and hold, continue climb-in-hold to 8000.

AWOS-3	DENVER APP CON	CLNC DEL	UNICOM
135.175	134.85 251.125	126.65	122.8 (CTAF) L

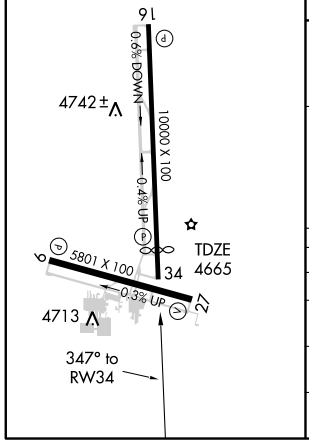
Procedure NA for arrivals at GLL VORTAC via V220 northeast bound.

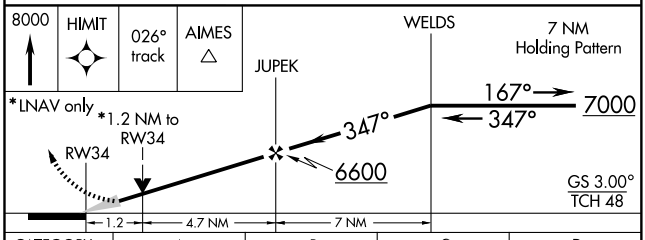


ELEV 4697 Rwy 34 ldg 8900'

REIL Rwys 9, 16, 27 and 34 L

MIRL Rwys 9-27 and 16-34 L



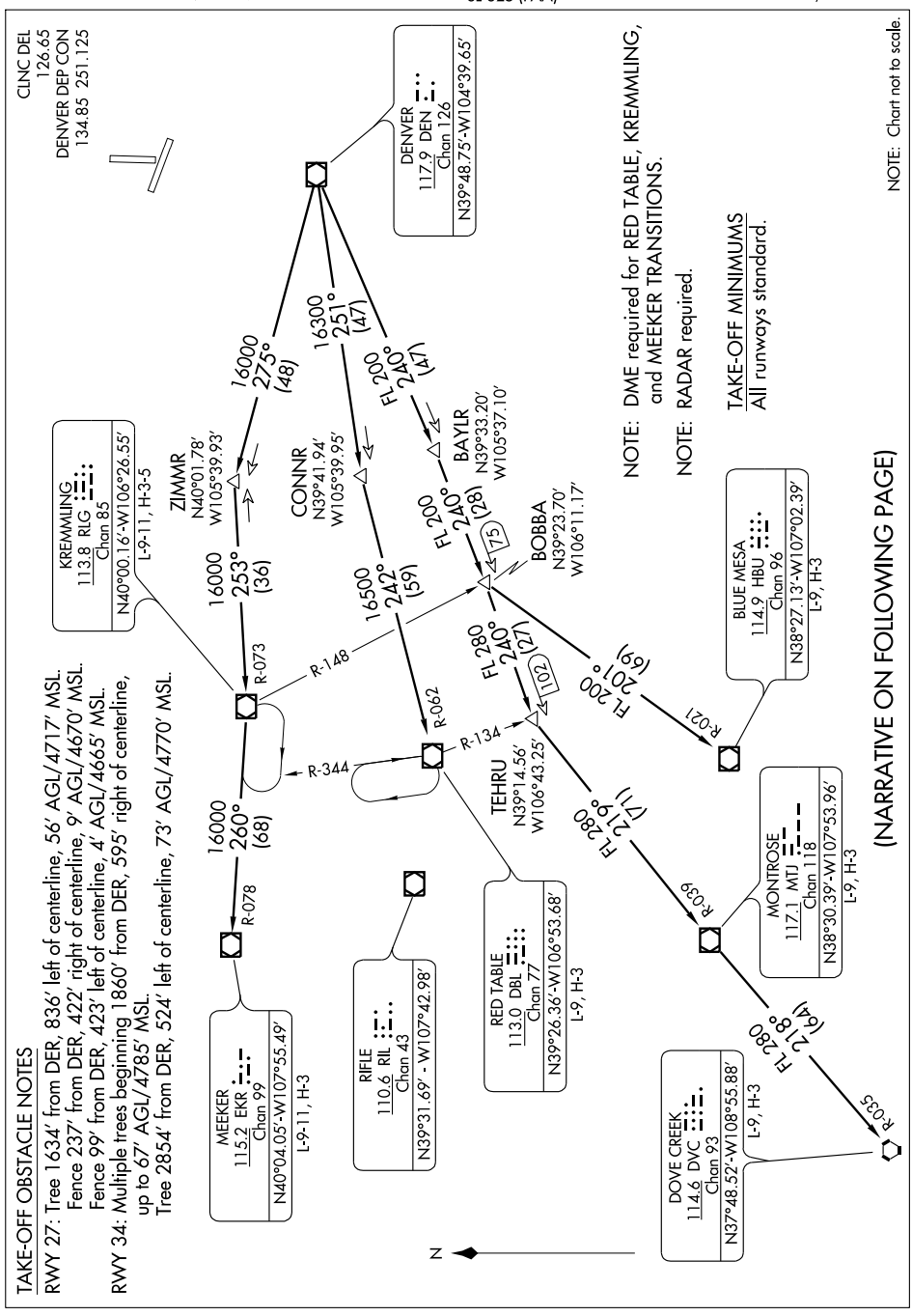


CATEGORY	A	B	C	D
LPV DA	4915-1 250 (300-1)			
LNAV/VNAV DA	4988-1¼ 323 (300-1¼)			
LNAV MDA	5100-1 435 (500-1)		5100-1¼ 435 (500-1¼)	5100-1½ 435 (500-1½)
CIRCLING	5120-1 423 (500-1)	5160-1 463 (500-1)	5200-1½ 503 (600-1½)	5260-2 563 (600-2)

ROCKIES SEVEN DEPARTURE

SL-325 (FAA)

GREELEY-WELD COUNTY (GXY)
GREELEY, COLORADO



TAKE-OFF OBSTACLE NOTES

RWY 27: Tree 1634' from DER, 836' left of centerline, 56' AGL/4717' MSL.
Fence 237' from DER, 422' right of centerline, 9' AGL/4670' MSL.
Fence 99' from DER, 423' left of centerline, 4' AGL/4665' MSL.

RWY 34: Multiple trees beginning 1860' from DER, 595' right of centerline, up to 67' AGL/4785' MSL.
Tree 2854' from DER, 524' left of centerline, 73' AGL/4770' MSL.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

BLUE MESA (HI) TRANSITION (ROCKI7.HBU): From over DEN VOR/DME via DEN R-240 and HBU R-021 to HBU VOR/DME.

DOVE CREEK (HI) TRANSITION (ROCKI7.DVC): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME, then via MTJ R-218 and DVC R-035 to DVC VORTAC.

KREMMLING TRANSITION (ROCKI7.RLG): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI7.EKR): From over DEN VOR/DME via DEN R-275 and RLG R-073 to RLG VOR/DME, then via RLG R-260 and EKR R-078 to EKR VOR/DME.

MONTROSE TRANSITION (ROCKI7.MTJ): From over DEN VOR/DME via DEN R-240 and MTJ R-039 to MTJ VOR/DME.

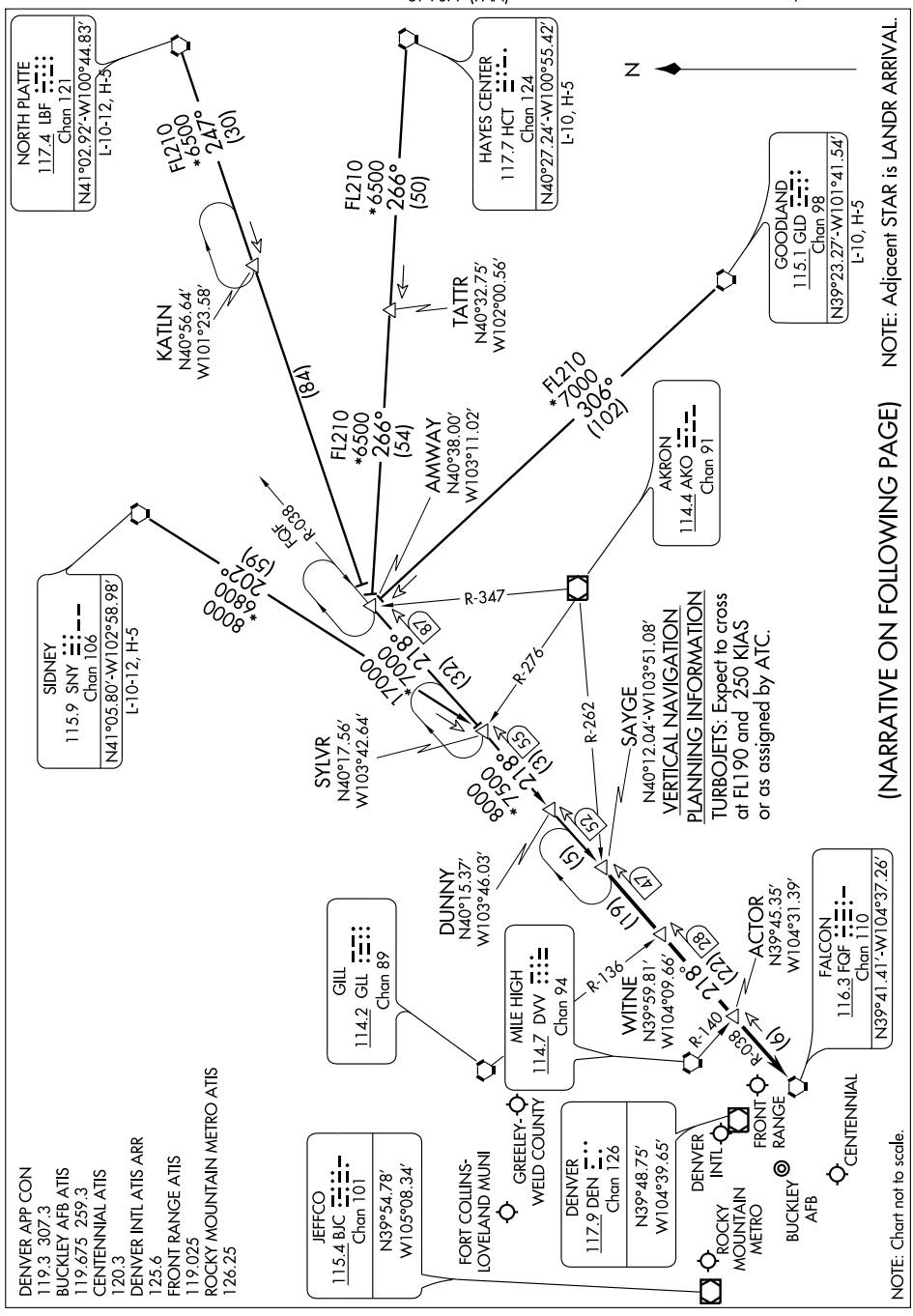
RED TABLE TRANSITION (ROCKI7.DBL): From over DEN VOR/DME via DEN R-251 and DBL R-062 to DBL VOR/DME.

SW-1. 14 JAN 2010 to 11 FEB 2010

SAYGE SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect to cross at FL190 and 250 KIAS or as assigned by ATC.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Adjacent STAR is LANDR ARRIVAL.

SAYGE SIX ARRIVAL

ARRIVAL DESCRIPTION

GOODLAND TRANSITION (GLD.SAYGE6): From over GLD VORTAC via GLD R-306 and FQF R-038 to SAYGE INT. Thence....

HAYES CENTER TRANSITION (HCT.SAYGE6): From over HCT VORTAC via HCT R-266 and FQF R-038 to SAYGE INT. Thence....

NORTH PLATTE TRANSITION (LBF.SAYGE6): From over LBF VORTAC via LBF R-247 and FQF R-038 to SAYGE INT. Thence....

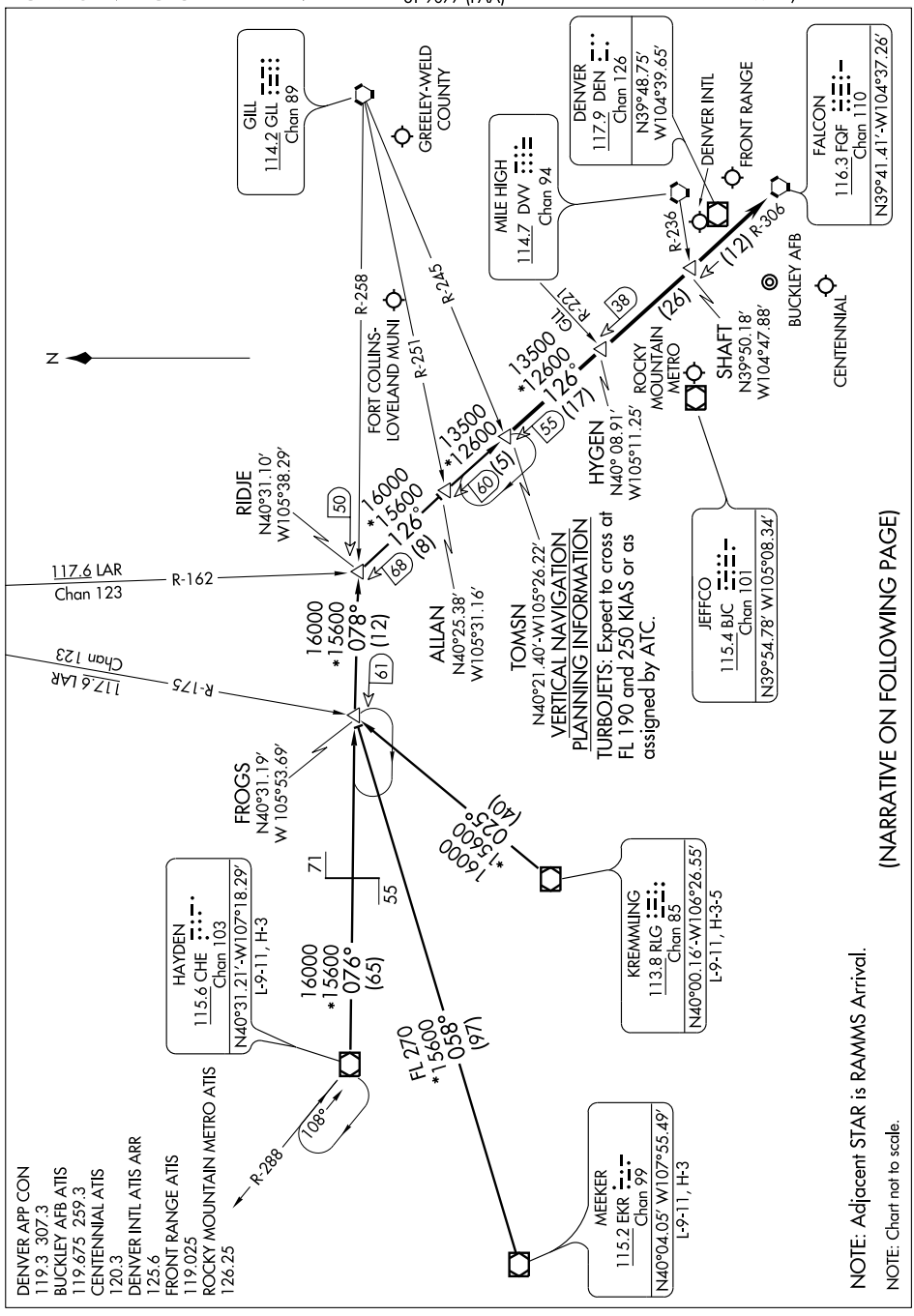
SIDNEY TRANSITION (SNY.SAYGE6): From over SNY VORTAC via SNY R-202 and FQF R-038 to SAYGE INT. Thence....

....From over SAYGE INT via FQF R-038 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

TOMSN FOUR ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



NOTE: Adjacent STAR is RAMMS Arrival.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

TOMSN FOUR ARRIVAL

ARRIVAL DESCRIPTION

HAYDEN TRANSITION (CHE.TOMSN4): From over CHE VOR/DME via CHE R-076 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

KREMMLING TRANSITION (RLG.TOMSN4): From over RLG VOR/DME via RLG R-025 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

MEEKER TRANSITION (EKR.TOMSN4): From over EKR VOR/DME via EKR R-058 and GLL R-258 to RIDJE INT; then via FQF R-306 to TOMSN INT. Thence....

....From over TOMSN INT via FQF R-306 to FQF VORTAC. Expect radar vectors to the final approach course at or before FQF VORTAC.

SW-1. 14 JAN 2010 to 11 FEB 2010

VORTAC GLL 114.2 Chan 89	APP CRS 205°	Rwy ldg N/A TDZE N/A Apt Elev 4697

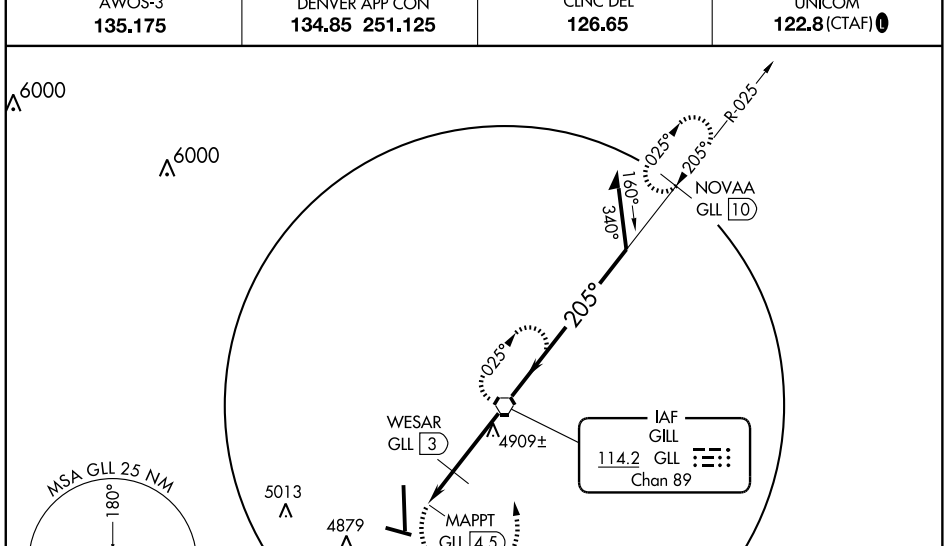
VOR or TACAN-A

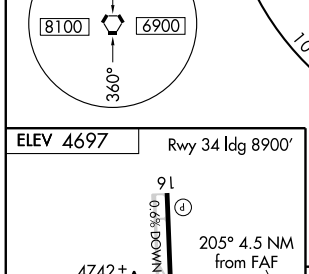
GREELEY-WELD COUNTY (GXY)

When local altimeter setting not received, use Fort Collins-Loveland Muni altimeter setting and increase all MDA 100 feet. Increase Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 7000 direct GLL VORTAC and hold, continue climb-in-hold to 7000. (TACAN Aircraft continue via GLL R-025 to NOVAA/10 DME and hold NE, right turns, 205° inbound.)

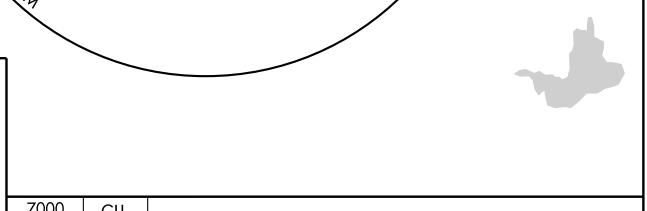
AWOS-3	DENVER APP CON	CLNC DEL	UNICOM
135.175	134.85 251.125	126.65	122.8 (CTAF) L





REIL Rwys 9, 27, 16 and 34 L
MIRL Rwys 9-27 and 16-34 L

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

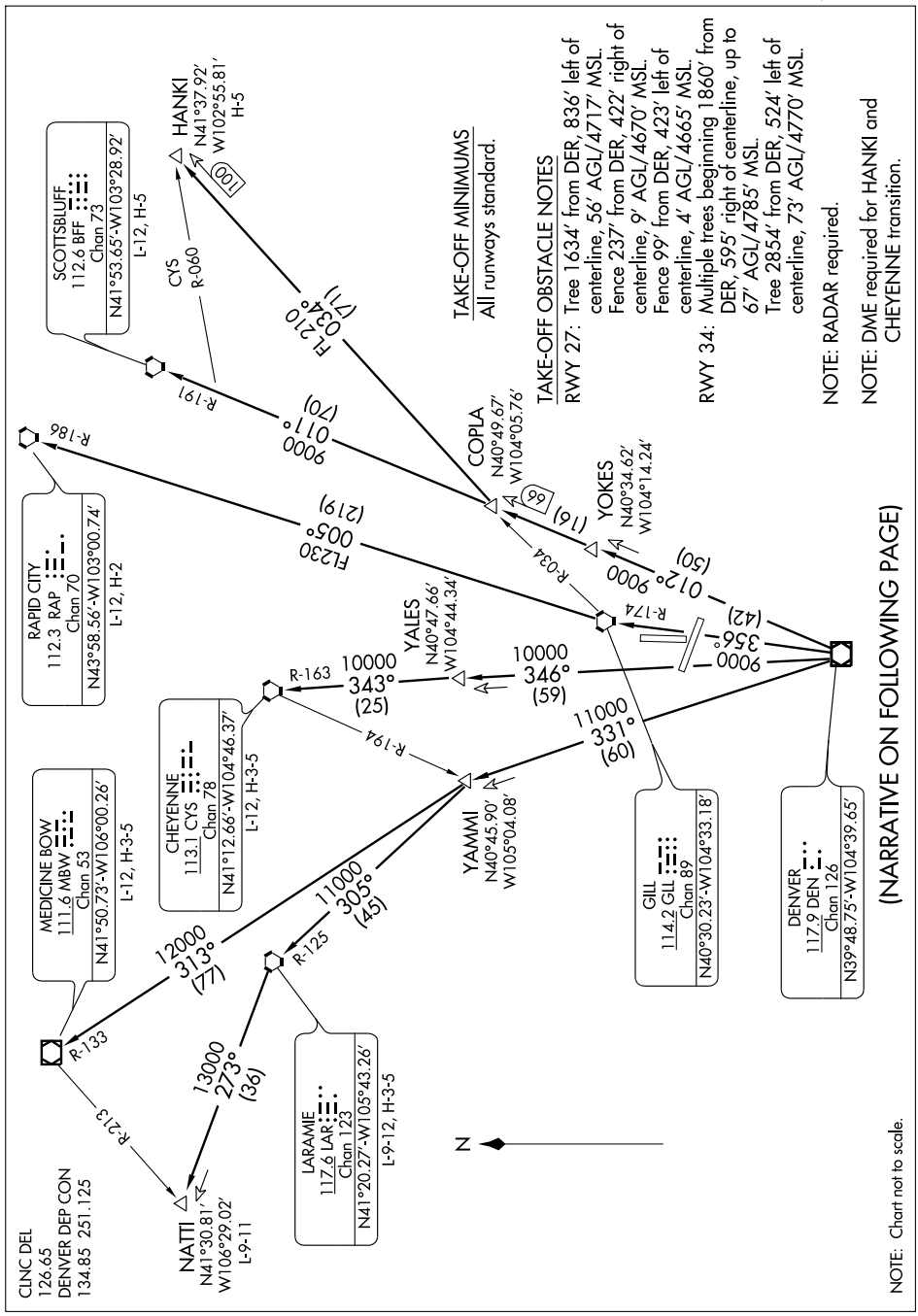


CATEGORY	A	B	C	D
CIRCLING	5200-1 503 (600-1)		5200-1½ 503 (600-1½)	5260-2 563 (600-2)
	WESAR FIX MINIMUMS			
CIRCLING	5120-1 423 (500-1)	5160-1 463 (500-1)	5200-1½ 503 (600-1½)	5260-2 563 (600-2)

SW-1, 14 JAN 2010 to 11 FEB 2010

YELLOWSTONE SIX DEPARTURE

GREELEY-WELD COUNTY (GXY)
GREELEY, COLORADO



TAKE-OFF MINIMUMS
All runways standard.

TAKE-OFF OBSTACLE NOTES
RWY 27: Tree 1634' from DER, 836' left of centerline, 56' AGL/4717' MSL.
Fence 237' from DER, 422' right of centerline, 9' AGL/4670' MSL.
Fence 99' from DER, 423' left of centerline, 4' AGL/4665' MSL.
RWY 34: Multiple trees beginning 1860' from DER, 595' right of centerline, up to 67' AGL/4785' MSL.
Tree 2854' from DER, 524' left of centerline, 73' AGL/4770' MSL.

NOTE: RADAR required.

NOTE: DME required for HANKI and CHEYENNE transition.

(NARRATIVE ON FOLLOWING PAGE)

YELLOWSTONE SIX DEPARTURE

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for radar vectors to assigned transition.
Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

CHEYENNE TRANSITION (YELLO6.CYS): From over DEN VOR/DME via DEN R-346 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLO6.HANKI): From over DEN VOR/DME via DEN R-012 and GLL R-034 to HANKI INT.

LARAMIE TRANSITION (YELLO6.LAR): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC.

MEDICINE BOW TRANSITION (YELLO6.MBW): From over DEN VOR/DME via DEN R-331 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLO6.NATTI): From over DEN VOR/DME via DEN R-331 and LAR R-125 to LAR VORTAC, then via LAR R-273 to NATTI INT.

RAPID CITY TRANSITION (YELLO6.RAP): From over DEN VOR/DME via DEN R-356 and GLL R-174 to GLL VORTAC, then via GLL R-005 and RAP R-186 to RAP VORTAC.

SCOTTSBLUFF TRANSITION (YELLO6.BFF): From over DEN VOR/DME via DEN R-012 and BFF R-191 to BFF VORTAC.

SW-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	N/A
245°	TDZE	N/A
	Apt Elev	7680

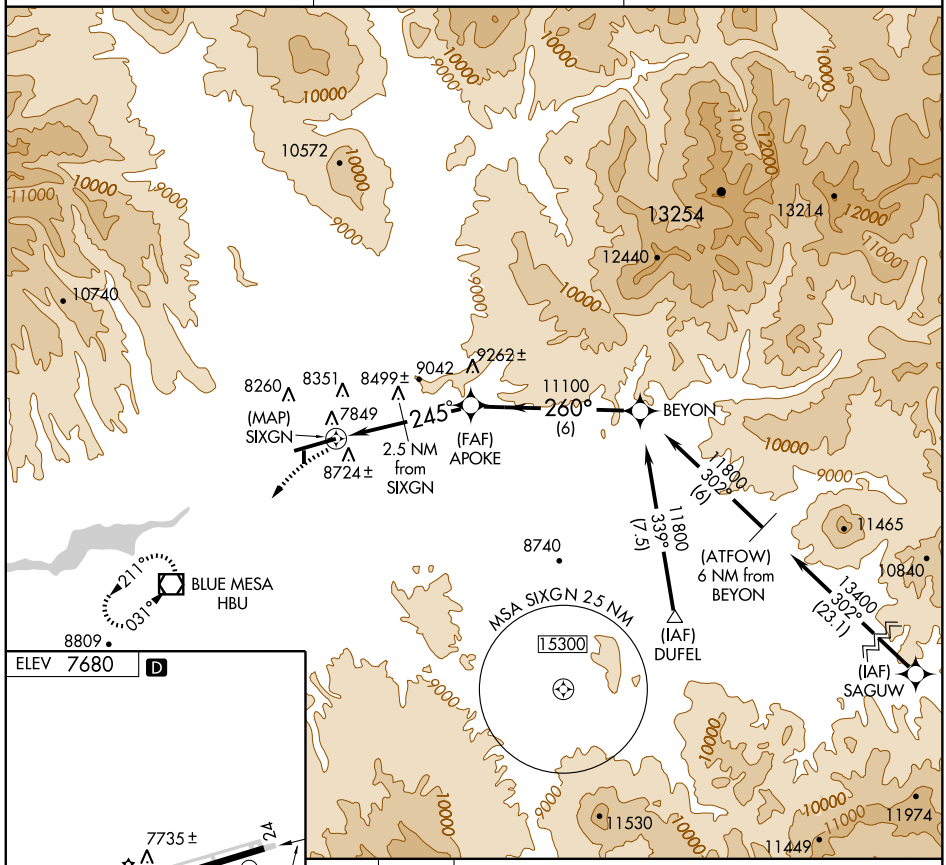
GPS-B
GUNNISON-CRESTED BUTTE RGNL (GUC)

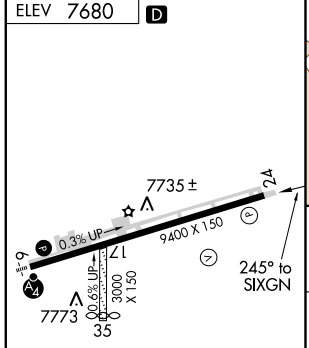
NA

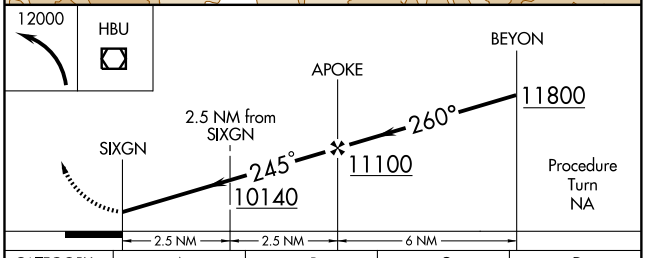
Procedure not authorized when airport closed except by prior arrangement.
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing left turn to 12000 direct HBU VOR/DME and hold.

AWOS-3	DENVER CENTER	UNICOM
135.075	125.35 354.05	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	9180-1¼ 1500 (1500-1¼)	9180-1½ 1500 (1500-1½)	9180-3 1500 (1500-3)	

HIRL Rwy 6-24
REIL Rwy 24

SW-1, 14 JAN 2010 to 11 FEB 2010

ILS or LOC RWY 6
GUNNISON-CRESTED BUTTE RGNL (GUC)

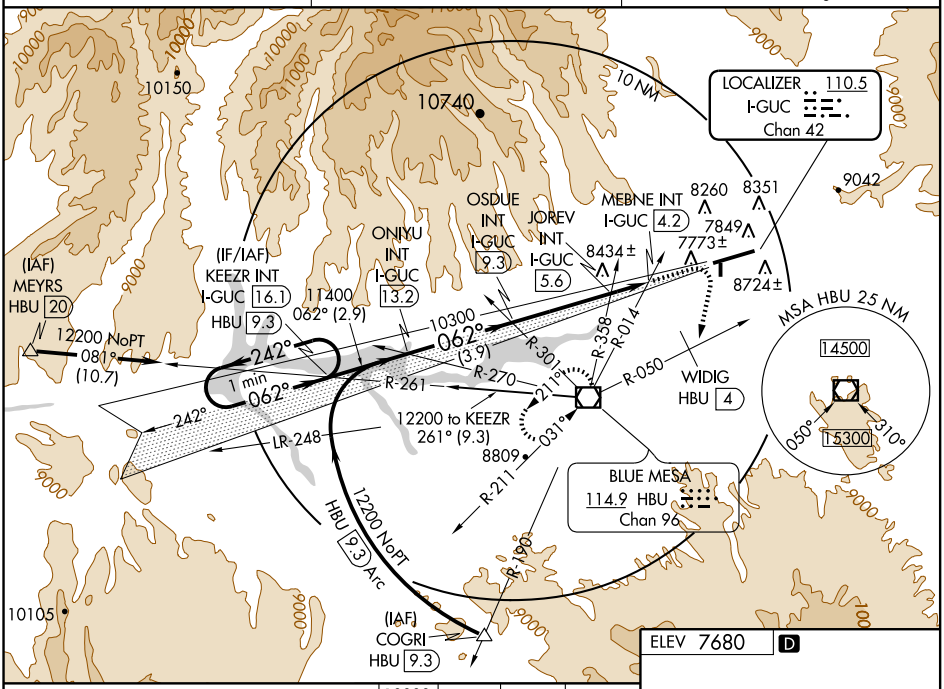
LOC/DME I-GUC	APP CRS	Rwy ldg	9400
110.5	062°	TDZE	7667
Chan 42		Apt Elev	7680

Circling NA at night. Inoperative table does not apply. When local altimeter setting not received, procedure NA. DME required. Visibility reduction by helicopters NA. Procedure NA when airport closed except by prior arrangement.

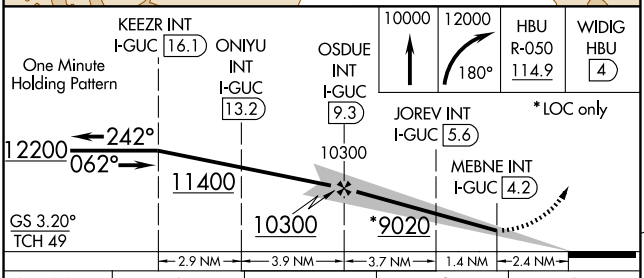
MALSF

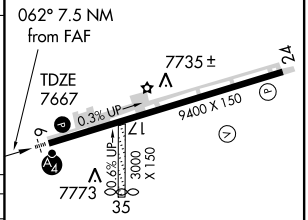
MISSED APPROACH: Climb to 10000 then climbing right turn to 12000 via heading 180° and HBU VOR/DME R-050 to WIDIG/HBU 4 DME continue via HBU VOR/DME R-050 to HBU VOR/DME and hold.

AWOS-3	DENVER CENTER	UNICOM
135.075	125.35 354.05	122.7 (CTAF) L



SW-1, 14 JAN 2010 to 11 FEB 2010





ELEV 7680 D

HIRL Rwy 6-24
REIL Rwy 24

CATEGORY	A	B	C	D
S-ILS 6	8590-3 923 (1000-3)			NA
S-LOC 6	9020-3 1353 (1400-3)			
CIRCLING	9260-3 1580 (1600-3)			
JOREV FIX MINIMUMS				
S-LOC 6	8640-3 973 (1000-3)			
CIRCLING	9260-3 1580 (1600-3)			

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

APP CRS	Rwy ldg	9400
061°	TDZE	7667
	Apt Elev	7680

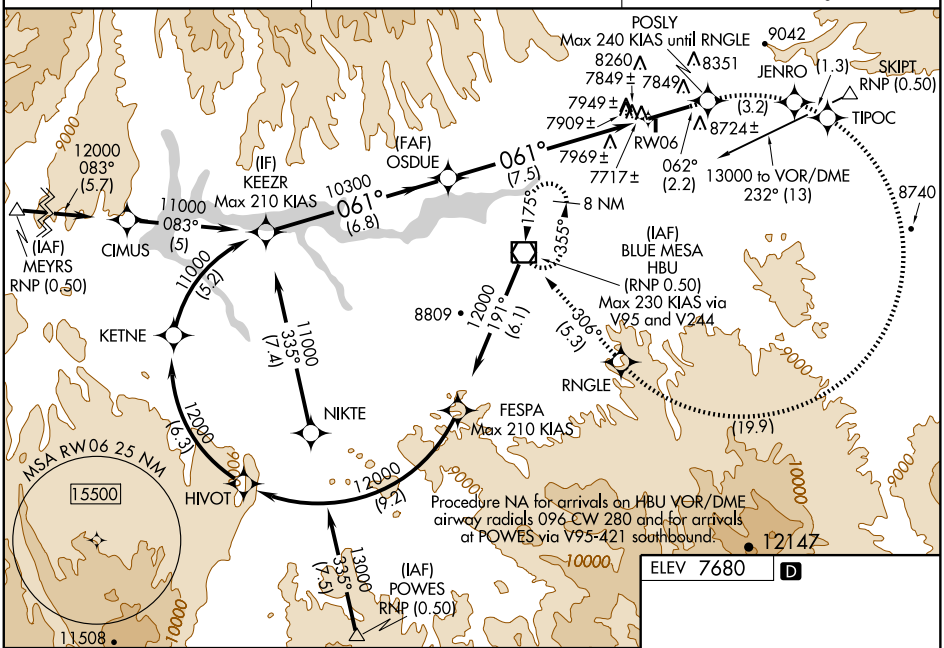
RNAV (RNP) RWY 6
GUNNISON-CRESTED BUTTE RGNL (GUC)

RF and GPS required. When local altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, procedure NA below -29°C (-20°F) or above 54°C (130°F). When VGSI inoperative, procedure NA at night. Visibility reduction by helicopters NA. Missed approach requires RNP less than 1.0.
* Missed approach requires minimum climb of 310 feet per NM to 9000.
** Missed approach requires minimum climb of 260 feet per NM to 9000.
*** Missed approach requires minimum climb of 230 feet per NM to 9000.
For inoperative MALSF, increase RNP 0.11* visibility to 1½, RNP 0.20** to 1¾ , RNP 0.26*** to 2, and RNP 0.30 to 2¼.

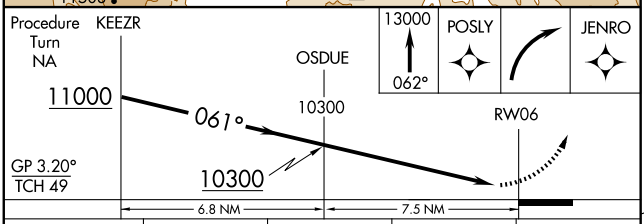
MALSF

MISSED APPROACH: (Do not exceed 240 KIAS until RNGLE) Climb to 13000 via track 062° to POSLY, and via right turn to JENRO, and via right turn to TIPOC, and via right turn to RNGLE, and via track 306° to HBU VOR/DME and hold.

AWOS-3	DENVER CENTER	UNICOM
135.075	125.35 354.05	122.7 (CTAF) L

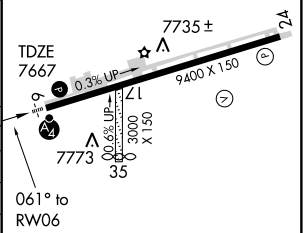


ELEV 7680 D



CATEGORY	A	B	C	D
RNP 0.11 DA*	NA	8125-1¼	458 (500-1¼)	NA
RNP 0.20 DA**	NA	8219-1½	552 (600-1½)	NA
RNP 0.26 DA***	NA	8294-1¾	627 (700-1¾)	NA
RNP 0.30 DA	NA	8354-2	687 (700-2)	NA

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED



HIRL Rwy 6-24
REIL Rwy 24

SW-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME HBU 114.9 Chan 96	APP CRS 031°	Rwy ldg N/A TDZE N/A Apt Elev 7680

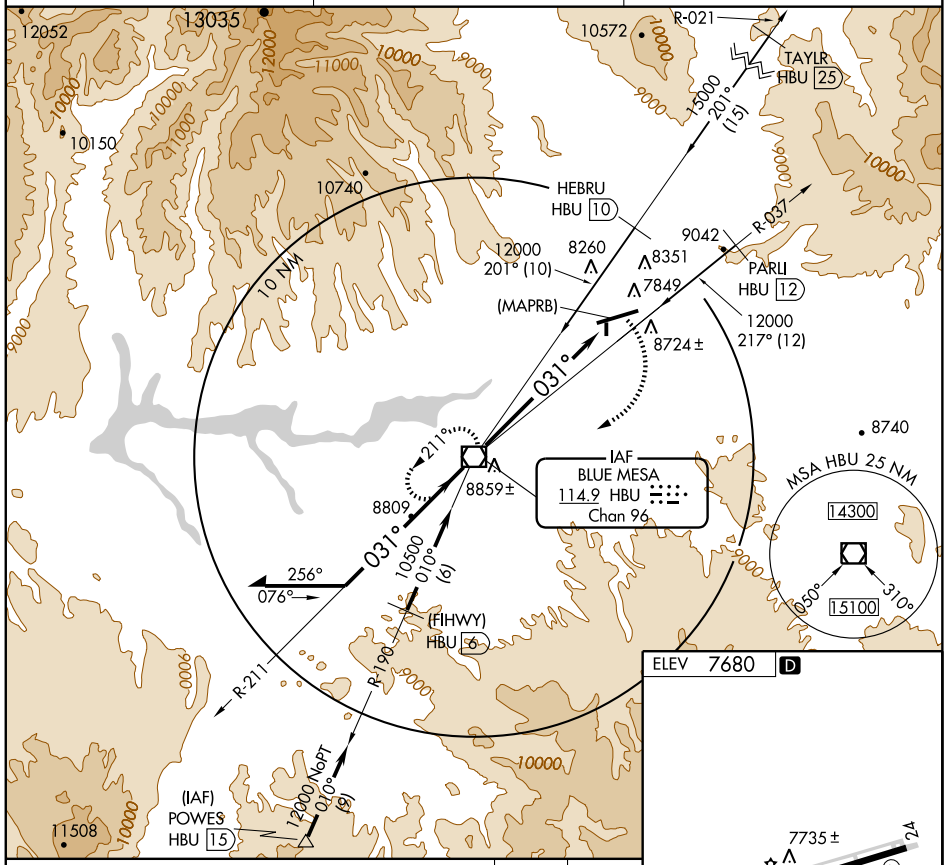
VOR or GPS-A

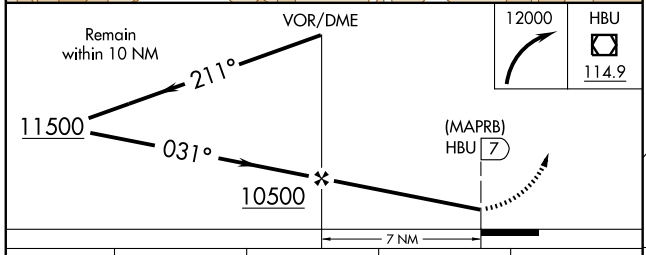
GUNNISON-CRESTED BUTTE RGNL (GUC)

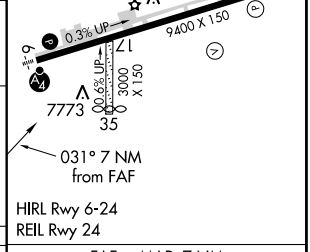
Procedure NA when airport closed except by prior arrangement.
Obtain local altimeter setting on CTAF; when not received, procedure NA.

MISSED APPROACH: Climbing right turn to 12000 direct HBU VOR/DME and hold.

AWOS-3	DENVER CENTER	UNICOM
135.075	125.35 354.05	122.7 (CTAF)







HIRL Rwy 6-24
REIL Rwy 24

CATEGORY	A	B	C	D
CIRCLING	9260-2 1580 (1600-2)	9340-2 1660 (1700-2)	9340-3 1660 (1700-3)	9900-3 2220 (2300-3)

FAF to MAP 7 NM					
Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

HAYDEN, COLORADO

AL-5983 (FAA)

LOC/DME I-HDN	APP CRS	Rwy ldg	9490
109.9	101°	TDZE	6587
Chan 36		Apt Elev	6602

ILS or LOC/DME Y RWY 10

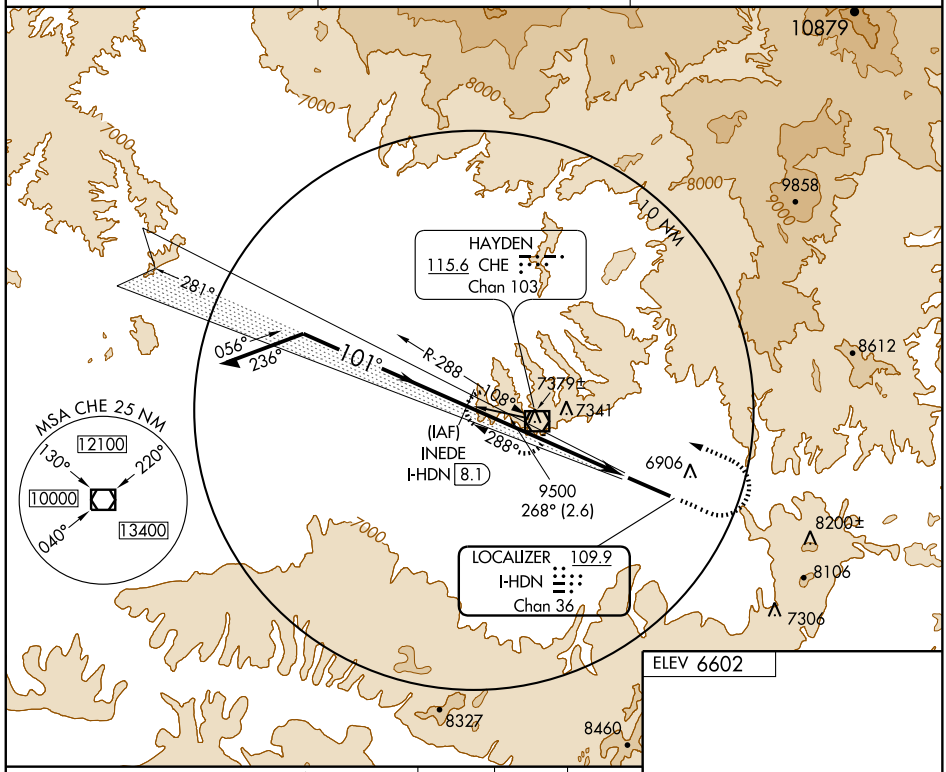
HAYDEN/ YAMPA VALLEY (HDN)

Inoperative table does not apply.

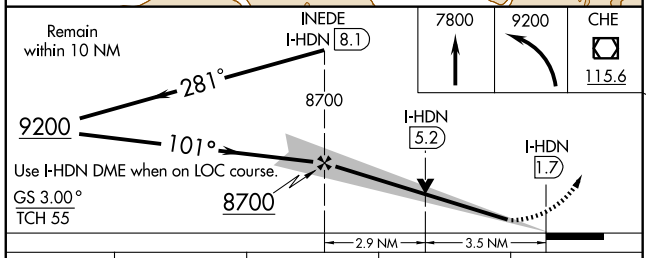
MALSF

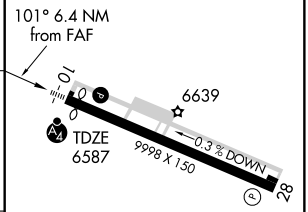
MISSED APPROACH: Climb to 7800 then climbing left turn to 9200 direct CHE VOR/DME and hold.

AWOS-3	DENVER CENTER	UNICOM
119.275	120.475 235.975	123.0 (CTAF) L



ELEV 6602





CATEGORY	A	B	C	D
S-ILS 10	7047-1½ 460 (500-1½)			
S-LOC 10	7740-1¼ 1153 (1200-1¼)	7740-1½ 1153 (1200-1½)	7740-3 1153 (1200-3)	
CIRCLING	7740-1½ 1138 (1200-1½)		7740-3 1138 (1200-3)	

REIL Rwy 28 L

HIRL Rwy 10-28 L

SW-1, 14 JAN 2010 to 11 FEB 2010

HAYDEN, COLORADO

AL-5983 (FAA)

APP CRS	Rwy ldg	9998
296°	TDZE	6602
	Apt Elev	6602

RNAV (GPS) RWY 28

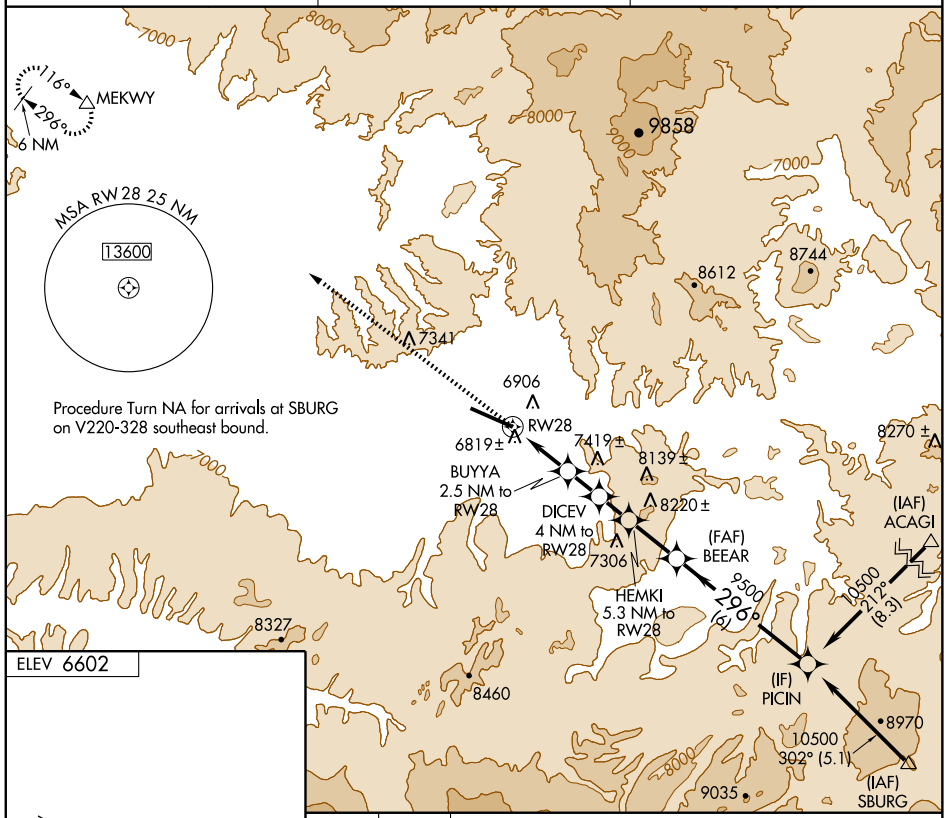
HAYDEN/ YAMPA VALLEY (HDN)

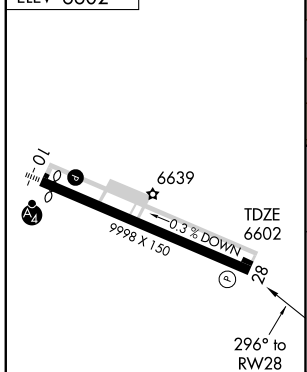
NA

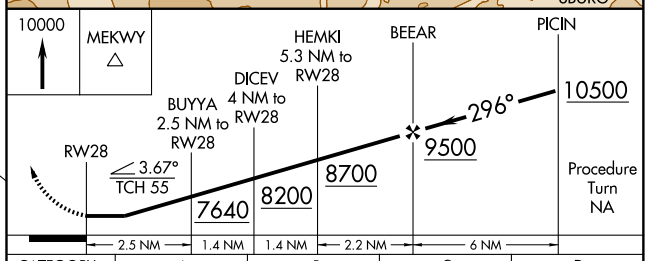
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Straight in minimums NA at night.

MISSED APPROACH: Climb to 10000 direct MEKWY WP and hold.

AWOS-3	DENVER CENTER	UNICOM
119.275	120.475 235.975	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	7140-1 538 (600-1)		7140-1½ 538 (600-1½)	NA
CIRCLING	7220-1 618 (700-1)		7220-1¾ 618 (700-1¾)	7320-2¼ 718 (800-2¼)

REIL Rwy 28 L
HIRL Rwy 10-28 L

SW-1, 14 JAN 2010 to 11 FEB 2010

WAAS CH 53410 W10A	APP CRS 101°	Rwy ldg 9490 TDZE 6587 Apt Elev 6602

RNAV (GPS) Y RWY 10

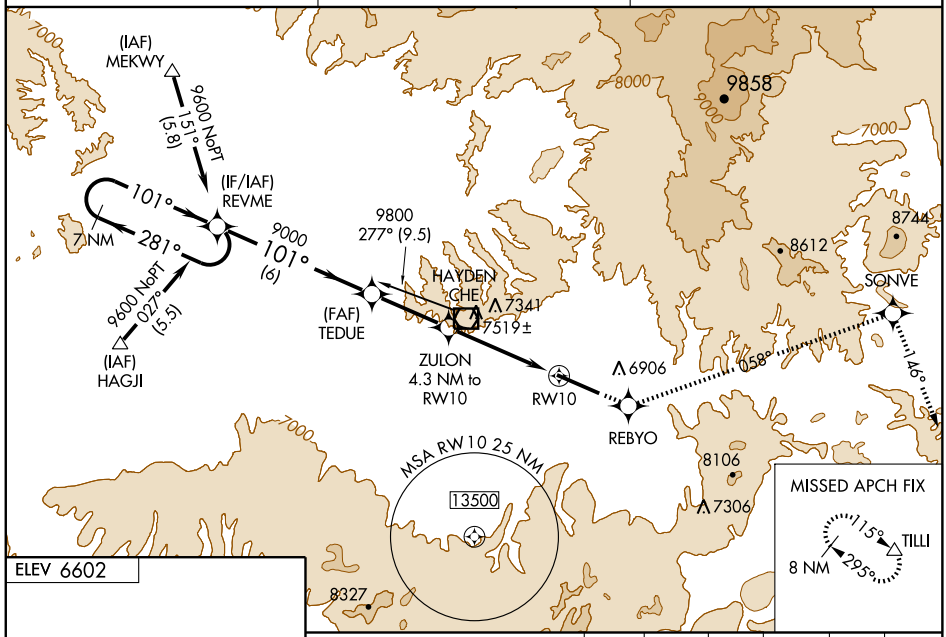
HAYDEN/ YAMPA VALLEY (HDN)

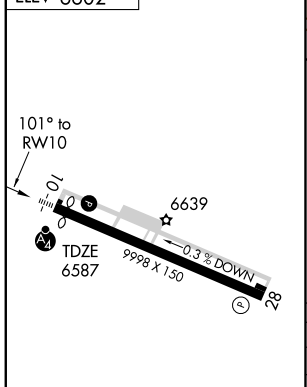
Inoperative table does not apply. DME/DME RNP-0.3 NA.
Baro-VNAV NA when using Craig-Moffat altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C (-18°F) or above 36°C (96°F).
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Craig-Moffat altimeter setting and increase all DA/MDA 100 feet, and LPV all Cats visibility ½ mile.
VDP NA when using Craig-Moffat altimeter setting.

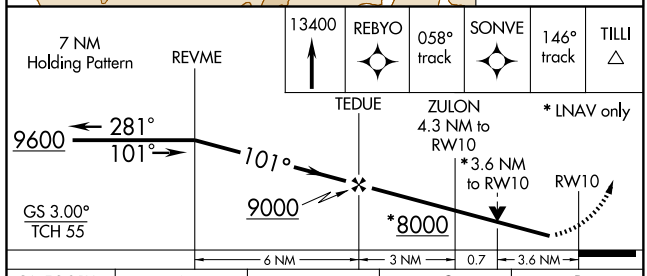
MALSF

MISSED APPROACH: Climb to 13400 direct REBYO and via 058° track to SONVE and via 146° track to TILLI and hold, continue climb-in-hold to 13400.

AWOS-3	DENVER CENTER	UNICOM
119.275	120.475 235.975	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	7042-1½ 455 (500-1½)			
LNAV/VNAV DA	8356-7 1769 (1800-7)			
LNAV MDA	7780-1¼ 1193 (1200-1¼)	7780-1½ 1193 (1200-1½)	7780-3 1193 (1200-3)	
CIRCLING	7780-1¼ 1178 (1200-1¼)	7780-1½ 1178 (1200-1½)	7780-3 1178 (1200-3)	

REIL Rwy 28 L
HIRL Rwy 10-28 L

SW-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	9490
101°	TDZE	6587
	Apt Elev	6602

RNAV (RNP) Z RWY 10

HAYDEN/ YAMPA VALLEY (HDN)

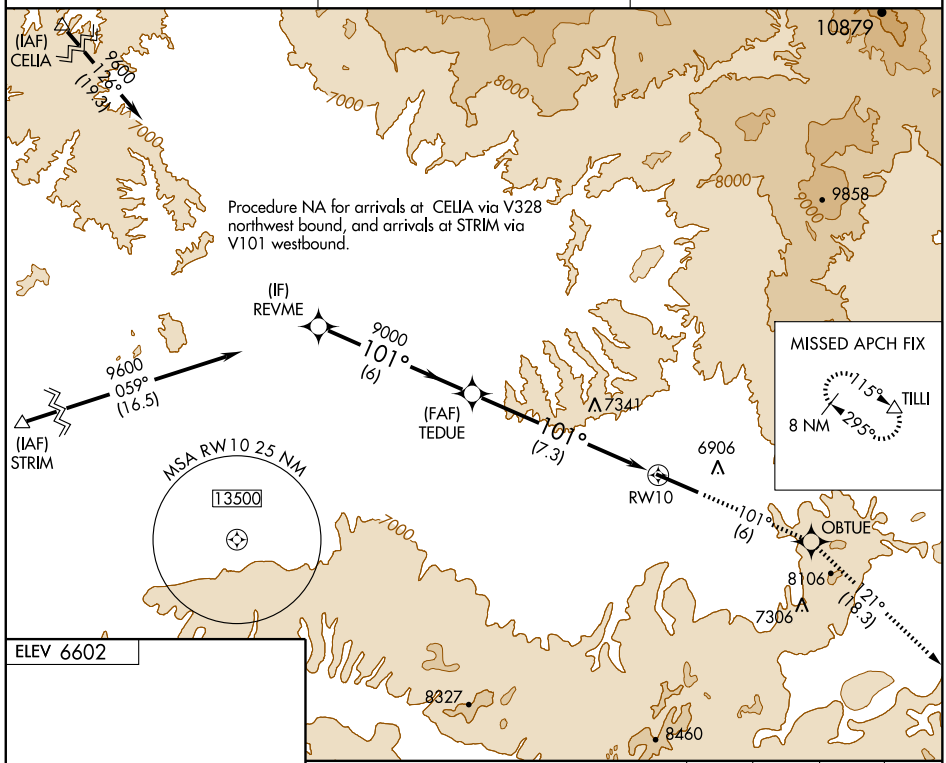
T NA

GPS required. Inoperative table does not apply.
For uncompensated Baro-VNAV systems, procedure NA below -26°C (-15°F) or above 54°C (130°F).
*Missed approach requires minimum climb of 315 feet per NM to 9200.

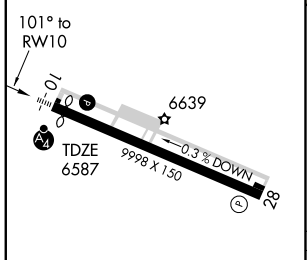
MALSF

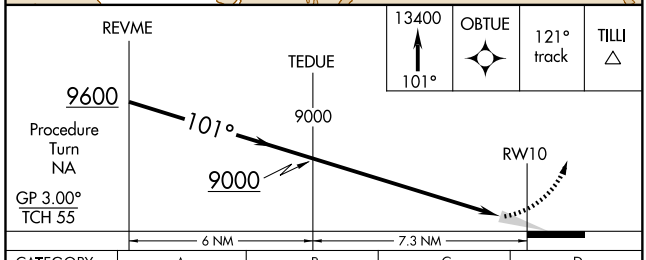
MISSED APPROACH: Climb to 13400 via 101° track to OBTUE and via 121° track to TILLI and hold, continue climb-in-hold to 13400.

AWOS-3	DENVER CENTER	UNICOM
119.275	120.475 235.975	123.0 (CTAF) L



ELEV 6602





CATEGORY	A	B	C	D
RNP 0.30 DA*	6909-1 322 (400-1)			NA
RNP 0.30 DA	7375-2¾ 788 (800-2¾)			NA

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

REIL Rwy 28 L
HIRL Rwy 10-28 L

SW-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME CHE 115.6 Chan 103	APP CRS 285°	Rwy ldg N/A TDZE N/A Apt Elev 6602

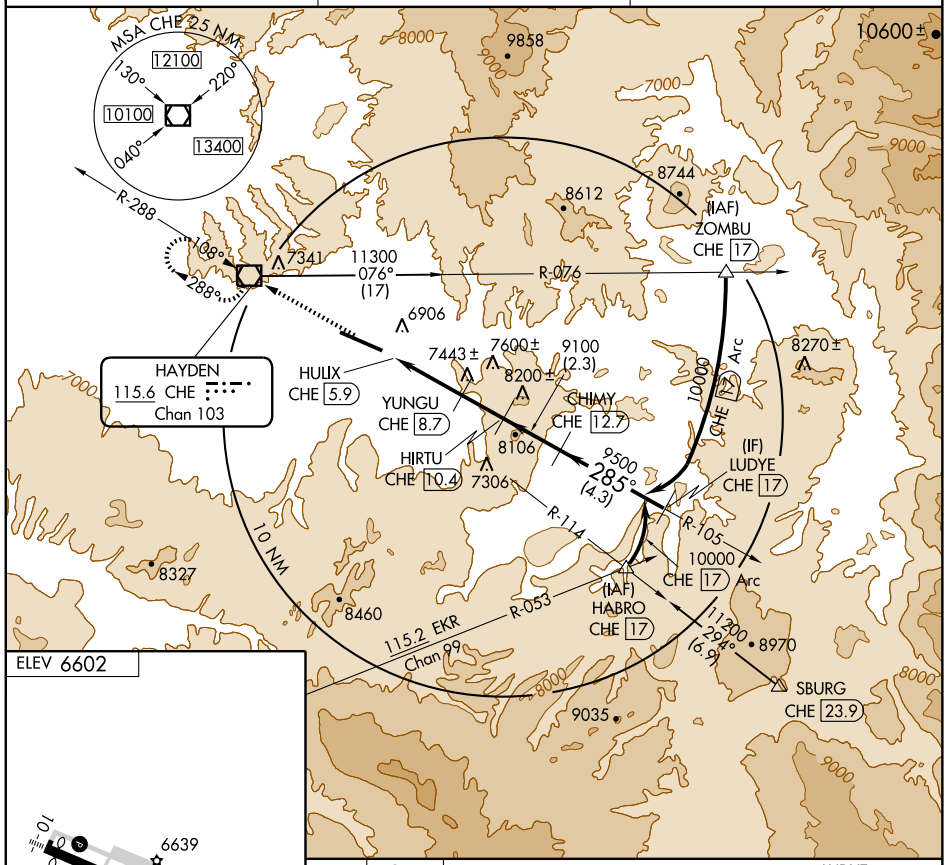
VOR/DME-B

HAYDEN/ YAMPA VALLEY (HDN)

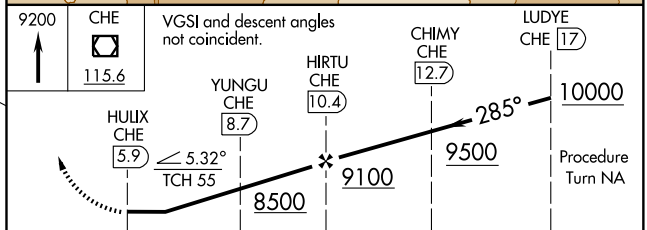
If local altimeter setting not received, use Craig-Moffat altimeter setting and increase all MDAs 100 feet.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 9200 direct CHE VOR/DME and hold.

AWOS-3	DENVER CENTER	UNICOM
119.275	120.475 235.975	123.0 (CTAF) L



ELEV 6602



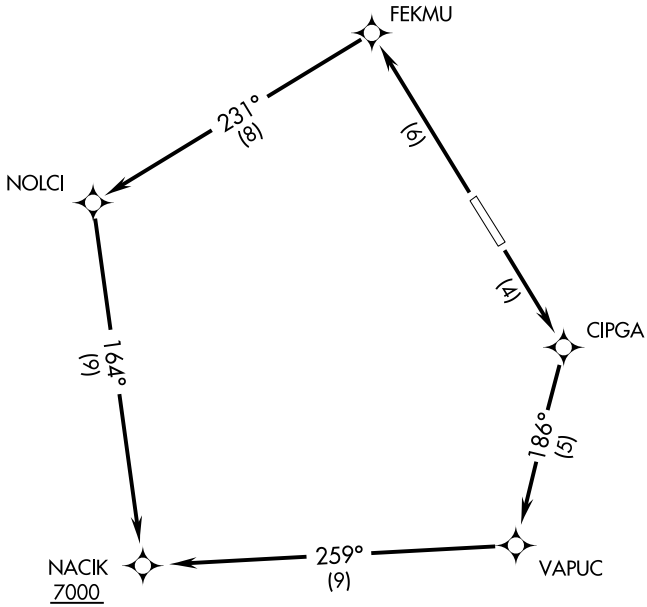
CATEGORY	A	B	C	D
CIRCLING	7900-1¼ 1298 (1300-1¼)	7900-1½ 1298 (1300-1½)	7900-3 1298 (1300-3)	

REIL Rwy 28 L
HIRL Rwy 10-28 L

SW-1, 14 JAN 2010 to 11 FEB 2010

HOLYOKE TWO DEPARTURE (RNAV)

AWOS-3 119.275
DENVER CENTER
118.475 225.4
UNICOM 122.7 (CTAF)



TAKE-OFF MINIMUMS
Rwy 14, 32: Standard.

TAKE-OFF OBSTACLE NOTES
Rwy 14: Trees 2012′ from DER, 29′ left of centerline, 100′ AGL/3829′ MSL.
Rwy 32: Trees 1009′ from DER, 697′ left of centerline, 100′ AGL/3839′ MSL.

NOTE: 1. GPS Required.
2. RNAV 1

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 14: Climb direct CIPGA, then via depicted route to cross NACIK at or above 7000.

TAKE-OFF RUNWAY 32: Climb direct FEKMU, then via depicted route to cross NACIK at or above 7000.

APP CRS	Rwy ldg	5000
141°	TDZE	3730
	Apt Elev	3730

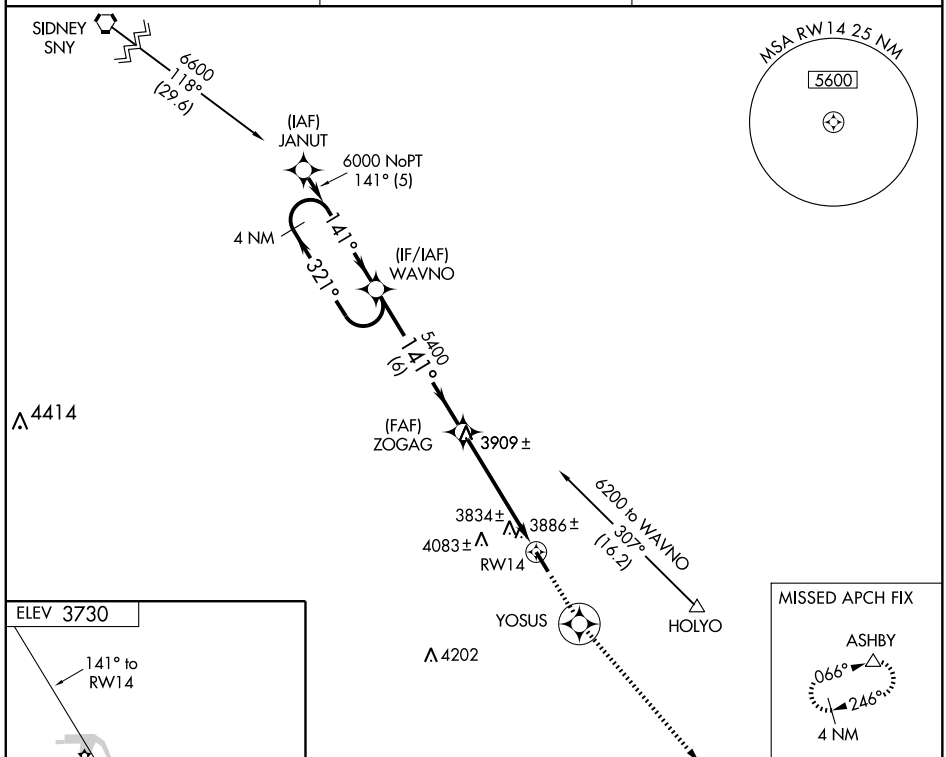
RNAV (GPS) RWY 14
HOLYOKE (HEQ)

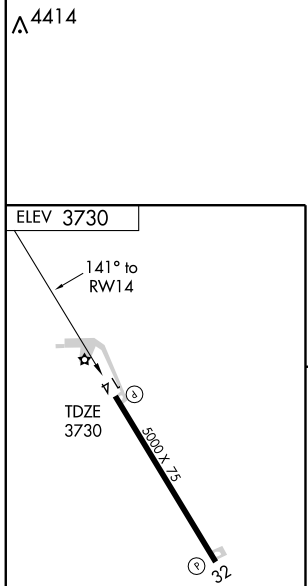
T
NA

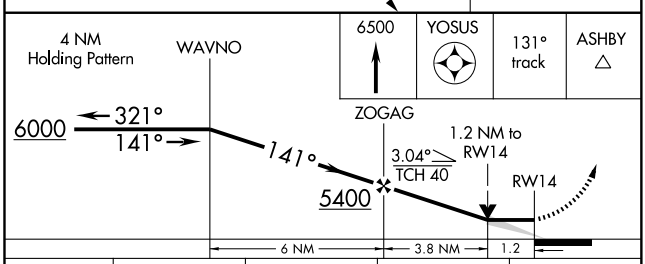
DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Sidney Muni/ Lloyd W. Carr Field altimeter setting and increase all MDAs 200 feet and increase LNAV Cat C/D visibility ½ mile, Circling Cat C visibility ½ mile and Circling Cat D visibility ¾ mile.
VDP NA when using Sidney Muni/Lloyd W. Carr Field altimeter setting.

MISSED APPROACH: Climb to 6500 direct YOSUS and via 131° track to ASHBY and hold.

AWOS-3	DENVER CENTER	UNICOM
119.275	118.475 225.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	4160-1 430 (500-1)		4160-1¼ 430 (500-1¼)	4160-1½ 430 (500-1½)
CIRCLING	4200-1 470 (500-1)	4240-1 510 (600-1)	4240-1½ 510 (600-1½)	4400-2 670 (700-2)

MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

APP CRS	Rwy ldg	5000
321°	TDZE	3727
	Apt Elev	3730

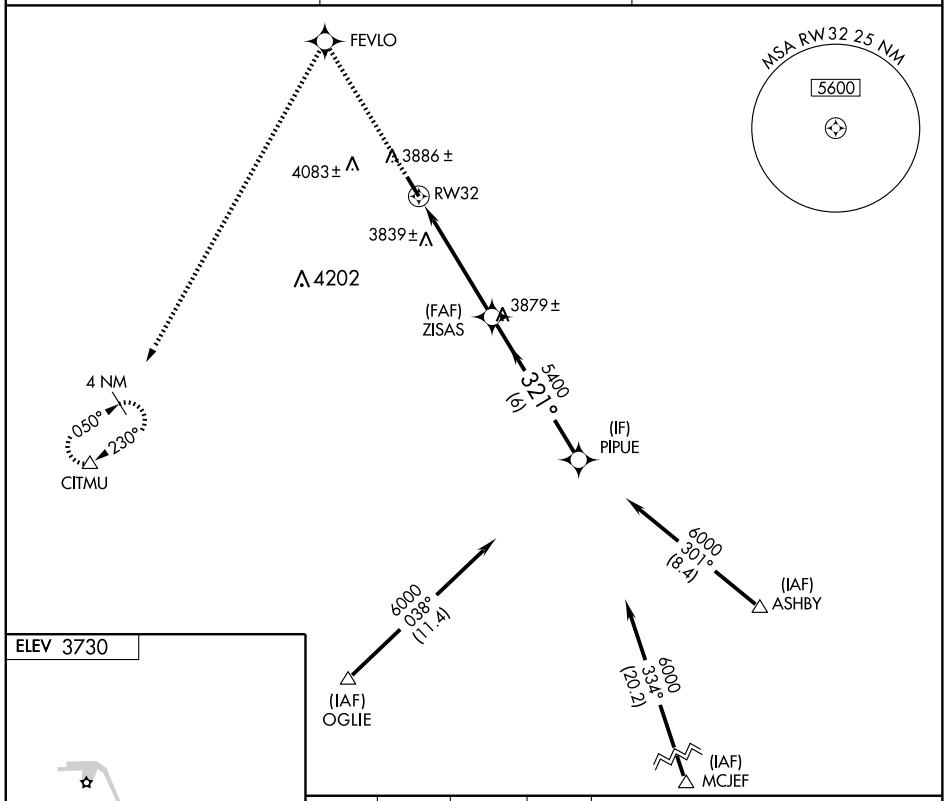
RNAV (GPS) RWY 32
HOLYOKE (HEQ)

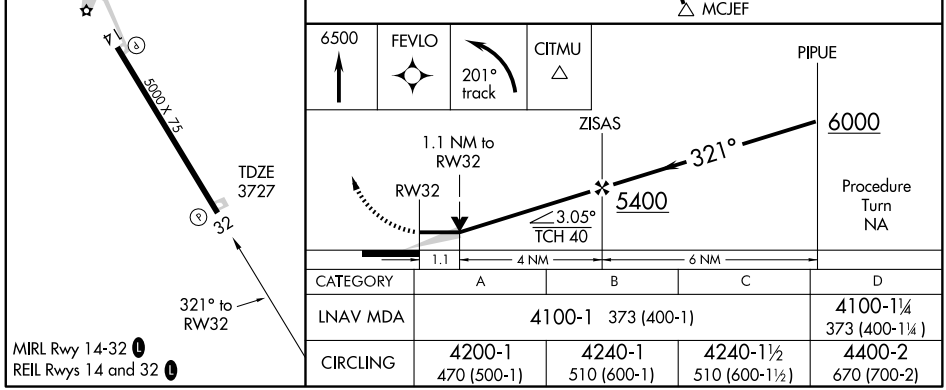
T A NA

DME/DME RNP- 0.3 NA. When local altimeter setting not received, use Sidney Muni / Lloyd W. Carr Field altimeter setting and increase all MDAs 200 feet and increase LNAV Cat. C/D visibility ½ mile, Circling Cat. B/C visibility ¼ mile and Circling Cat. D visibility ¾ mile. VDP NA when using Sidney Muni / Lloyd W. Carr Field altimeter setting.

MISSED APPROACH: Climb to 6500 direct FEVLO and left turn via 201° track to CITMU and hold.

AWOS-3	DENVER CENTER	UNICOM
119.275	118.475 225.4	122.7 (CTAF) L





MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

CATEGORY	A	B	C	D
LNAV MDA	4100-1 373 (400-1)			4100-1¼ 373 (400-1¼)
CIRCLING	4200-1 470 (500-1)	4240-1 510 (600-1)	4240-1½ 510 (600-1½)	4400-2 670 (700-2)

APP CRS	Rwy ldg	5540
272°	TDZE	7400
	Apt Elev	7411

GPS RWY 27

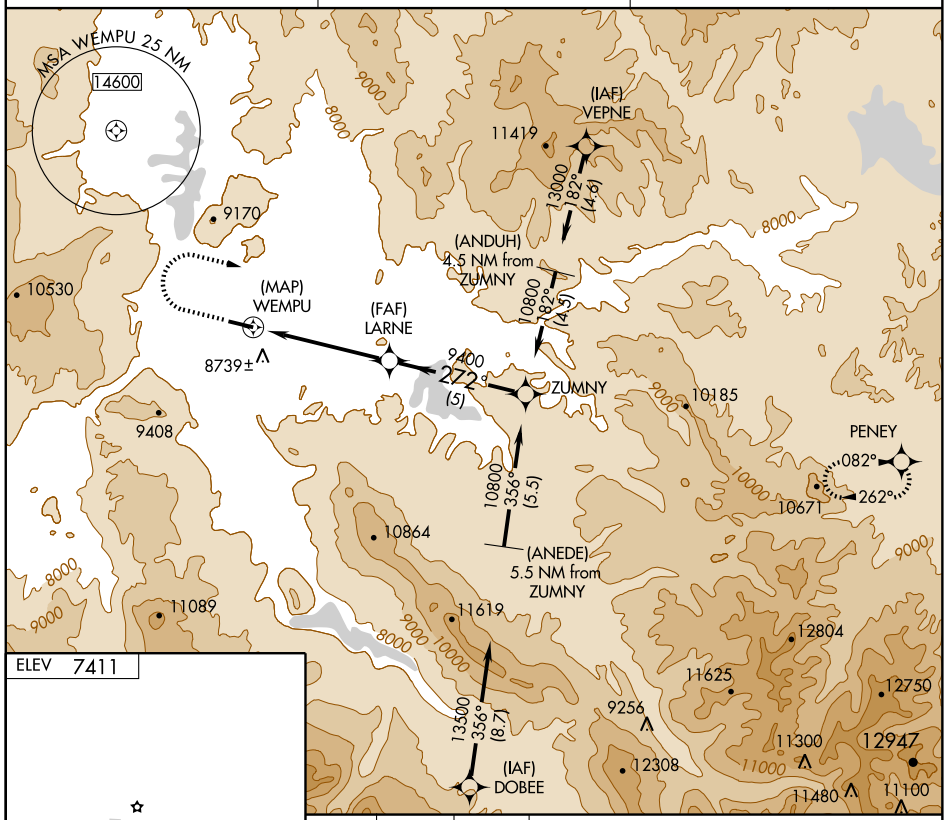
KREMMLING/MC ELROY AIRFIELD (2ØV)

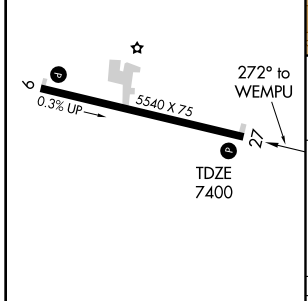
NA

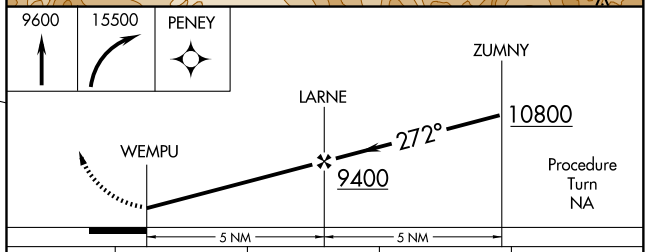
Obtain local altimeter setting on UNICOM 122.8; when not available, procedure not authorized.

MISSED APPROACH: Climb to 9600 then climbing right turn to 15500 direct PENEY WP and hold.

AWOS-3	DENVER CENTER	UNICOM
118.425	128.65 282.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-27	9180-1¼ 1780 (1800-1¼)	9180-1½ 1780 (1800-1½)	9180-3 1780 (1800-3)	NA
CIRCLING	9180-1¼ 1769 (1800-1¼)	9180-1½ 1769 (1800-1½)	9180-3 1769 (1800-3)	NA

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

SW-1, 14 JAN 2010 to 11 FEB 2010

KREMMLING, COLORADO

AL-6734 (FAA)

VOR/DME RLG 113.8 Chan 85	APP CRS 034°	Rwy ldg N/A TDZE N/A Apt Elev 7411

VOR/DME or GPS-A

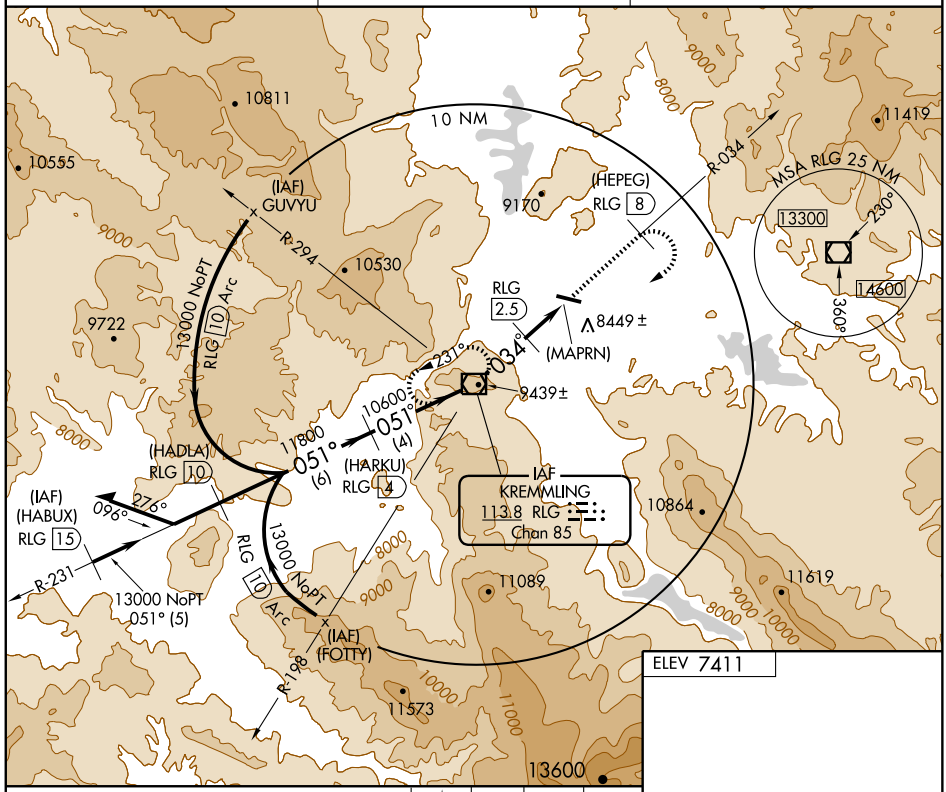
KREMMLING/MC ELROY AIRFIELD (2Ø7V)

NA

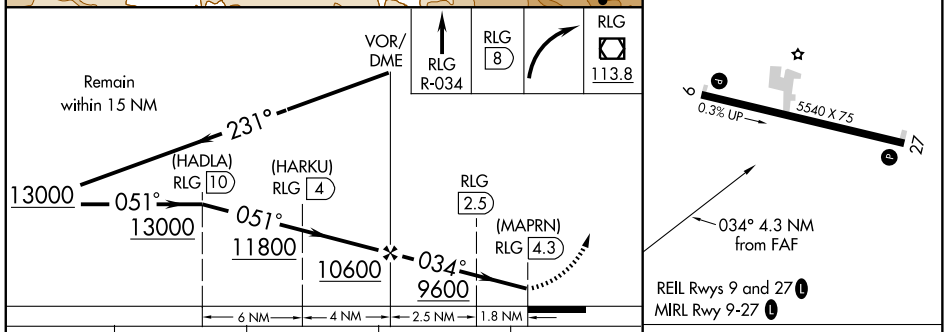
Obtain local altimeter setting on CTAF; when not received procedure not authorized.

MISSED APPROACH: Climb to 8 DME via RLG R-034, then climbing right turn direct RLG VOR/DME. Continue climb to 13000 in holding pattern.

AWOS-3	DENVER CENTER	UNICOM
118.425	128.65 282.2	122.8 (CTAF) L



ELEV 7411



REIL Rwys 9 and 27 L

MIRL Rwy 9-27 L

CATEGORY	A	B	C	D
CIRCLING	9040-1¼ 1629 (1700-1¼)	9180-1½ 1769 (1800-1½)	9180-3 1769 (1800-3)	NA

Knots	60	90	120	150	180
Min:Sec					

SW-1, 14 JAN 2010 to 11 FEB 2010

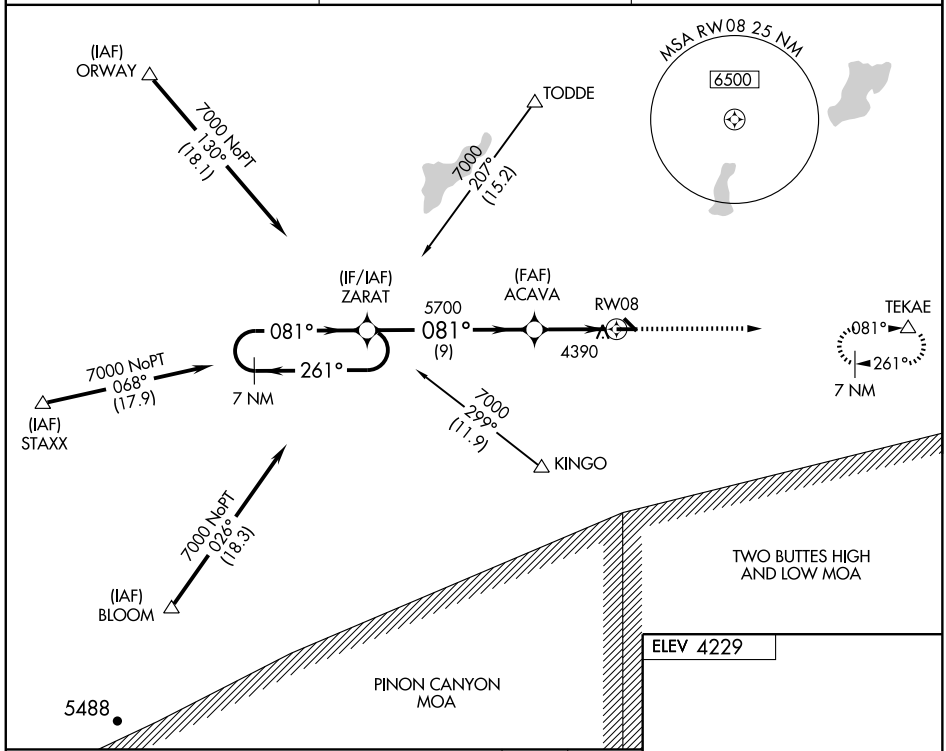
WAAS CH 97613 W08A	APP CRS 081°	Rwy ldg 6849 TDZE 4229 Apt Elev 4229

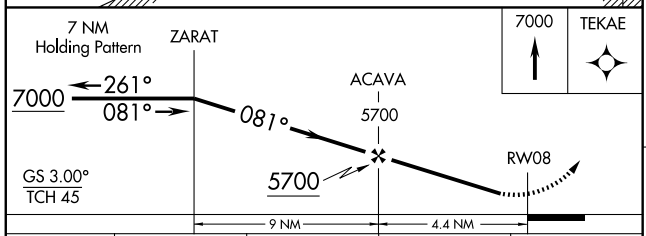
RNAV (GPS) RWY 8
LA JUNTA MUNI (LHX)

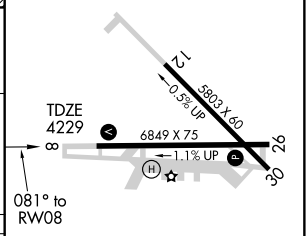
Baro-VNAV NA when using Lamar altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 40°C (104°F). DME/DME RNP-0.3 NA. Visibility reduction by helicoptors NA. When local altimeter setting not received, use Lamar altimeter setting and increase all DA/MDA 180 feet and increase all visibilities ¾ mile.

MISSED APPROACH: Climb to 7000 direct TEKAE and hold.

ASOS	DENVER CENTER	UNICOM
135.525	128.375 379.95	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	4528-1 299 (300-1)			
LNAV/VNAV DA	4738-1¾ 509 (600-1¾)			
LNAV MDA	4700-1 471 (500-1)		4700-1¼ 471 (500-1¼)	4700-1½ 471 (500-1½)
CIRCLING	4740-1 511 (600-1)		4740-1½ 511 (600-1½)	4780-2 551 (600-2)

REIL Rwys 8 and 26 L
MIRL Rwys 8-26 L

SW-1, 14 JAN 2010 to 11 FEB 2010

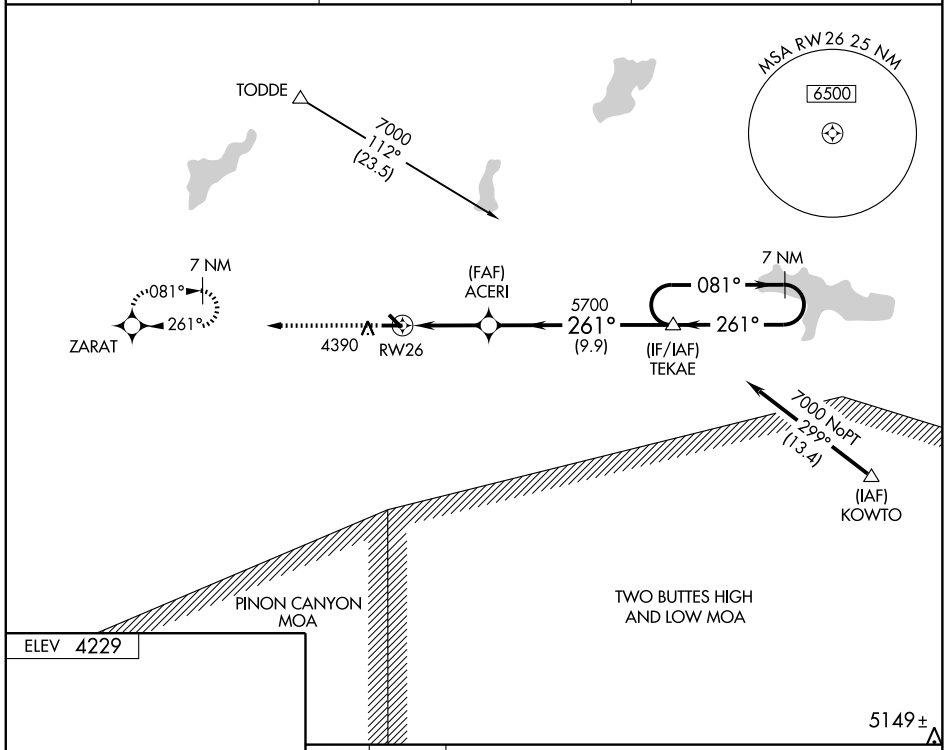
WAAS CH 93813 W26A	APP CRS 261°	Rwy ldg 6849 TDZE 4188 Apt Elev 4229

RNAV (GPS) RWY 26
LA JUNTA MUNI (LHX)

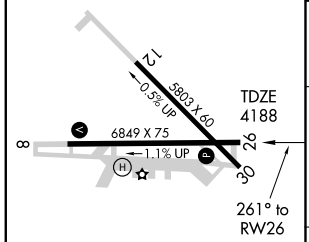
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 40°C (104°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Lamar altimeter setting. When local altimeter setting not received, use Lamar altimeter setting and increase all DA/MDA 180 feet and increase all visibility ¾ mile.

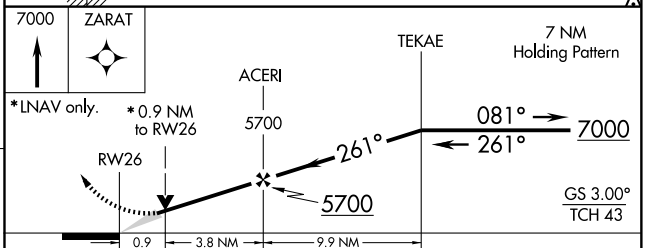
MISSED APPROACH: Climb to 7000 direct ZARAT and hold.

ASOS	DENVER CENTER	UNICOM
135.525	128.375 379.95	123.0 (CTAF) L



ELEV 4229





CATEGORY	A	B	C	D
LPV DA	4438-1		250 (300-1)	
LNAV/VNAV DA	4438-1		250 (300-1)	
LNAV MDA	4480-1		292 (300-1)	
CIRCLING	4740-1 511 (600-1)		4740-1½ 511 (600-1½)	4780-2 551 (600-2)

REIL Rwys 8 and 26 L
MIRL Rwys 8-26 L

SW-1, 14 JAN 2010 to 11 FEB 2010

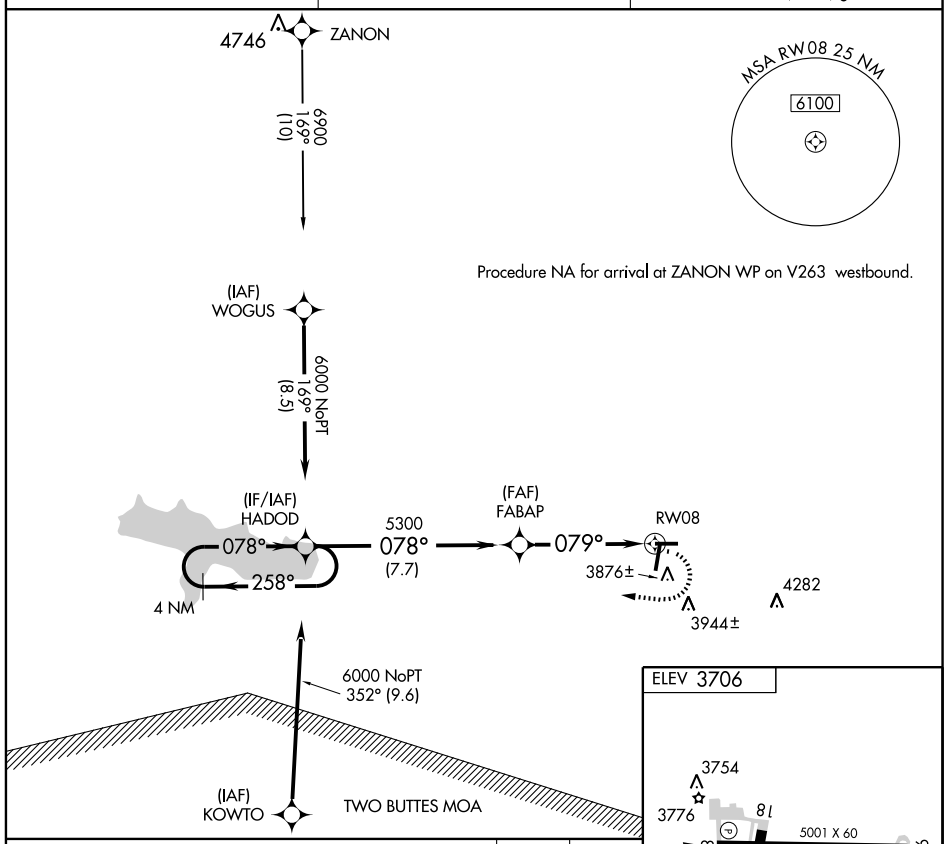
APP CRS	Rwy ldg	5001
079°	TDZE	3685
	Apt Elev	3706

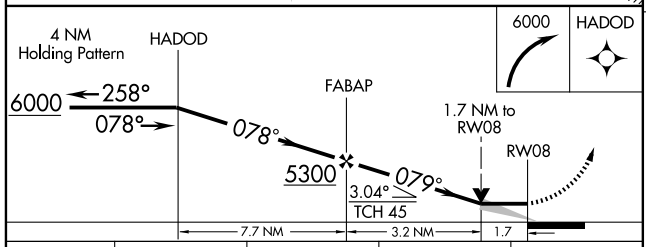
RNAV (GPS) RWY 8
LAMAR MUNI (LAA)

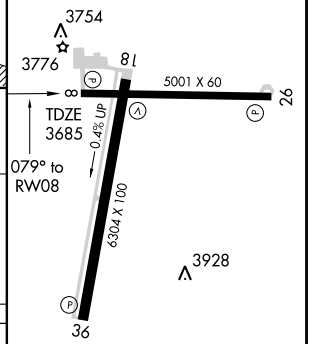
Circling NA at night to Rwy 8, 26 and 36.
Straight-in NA at night to Rwy 8.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 6000 direct HADOD WP and hold.

ASOS	DENVER CENTER	UNICOM
135.625	133.4 377.175	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	4280-1 595 (600-1)		4280-1½ 595 (600-1½)	4280-1¾ 595 (600-1¾)
CIRCLING	4420-1 714 (800-1)		4420-2 714 (800-2)	4420-2¼ 714 (800-2¼)

REIL Rwy 18 and 36
MIRL Rwys 8-26 and 18-36 L

SW-1, 14 JAN 2010 to 11 FEB 2010

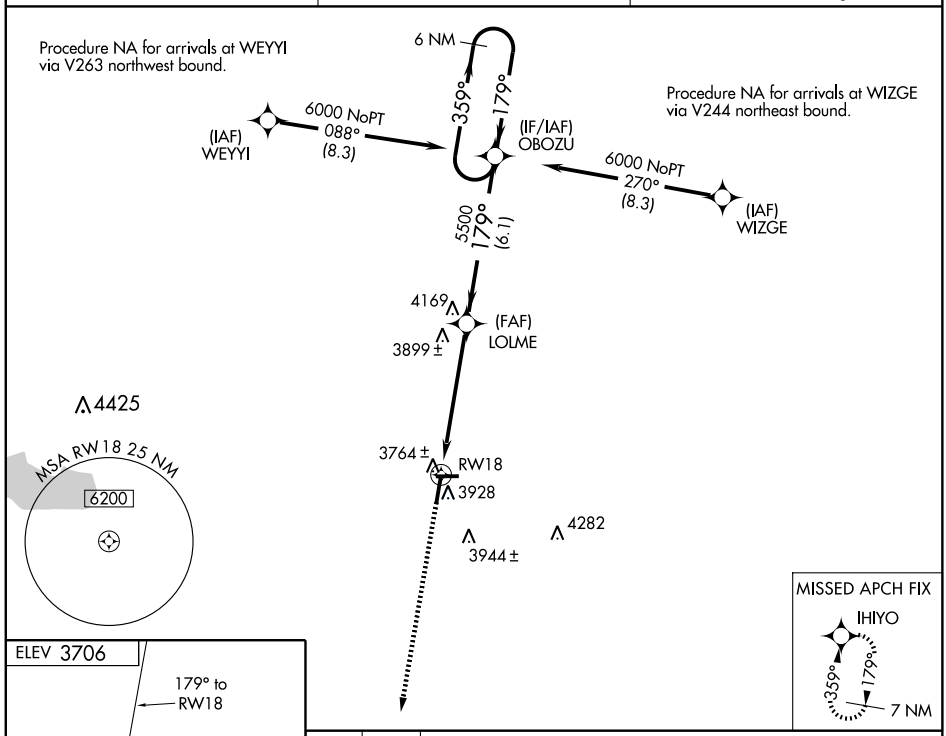
WAAS CH 86613 W18A	APP CRS 179°	Rwy ldg 6304 TDZE 3695 Apt Elev 3706

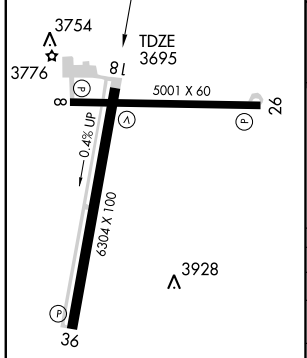
RNAV (GPS) RWY 18
LAMAR MUNI (LAA)

Circling to Rwy 8, 26 and 36 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using La Junta altimeter setting. When local altimeter setting not received, use La Junta altimeter setting and increase all DA 163 feet and all MDA 180 feet, increase LPV, LNAV/VNAV visibility all Cats ½ mile; increase LNAV visibility Cat C/D ½ mile, increase Circling visibility Cat B ¼ mile, Cat C ¾ mile Cat D ½ mile.

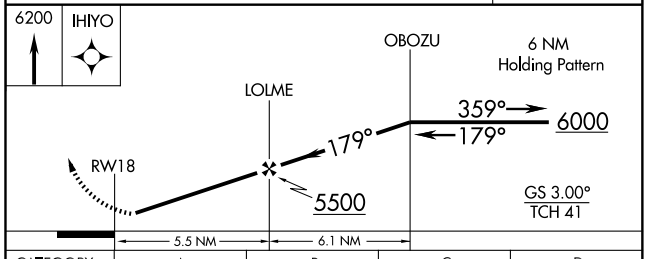
MISSED APPROACH: Climb to 6200 direct IHIYO and hold.

ASOS	DENVER CENTER	UNICOM
135.625	133.4 377.175	122.8 (CTAF) L





REIL Rwy 18 and 36
MIRL Rwys 8-26 and 18-36 L



CATEGORY	A	B	C	D
LPV DA	3945-1 250 (300-1)			
LNAV/VNAV DA	4014-1¼ 319 (400-1¼)			
LNAV MDA	4160-1 465 (500-1)		4160-1¼ 465 (500-1¼)	4160-1½ 465 (500-1½)
CIRCLING	4280-1 574 (600-1)		4280-1½ 574 (600-1½)	4280-2 574 (600-2)

SW-1, 14 JAN 2010 to 11 FEB 2010

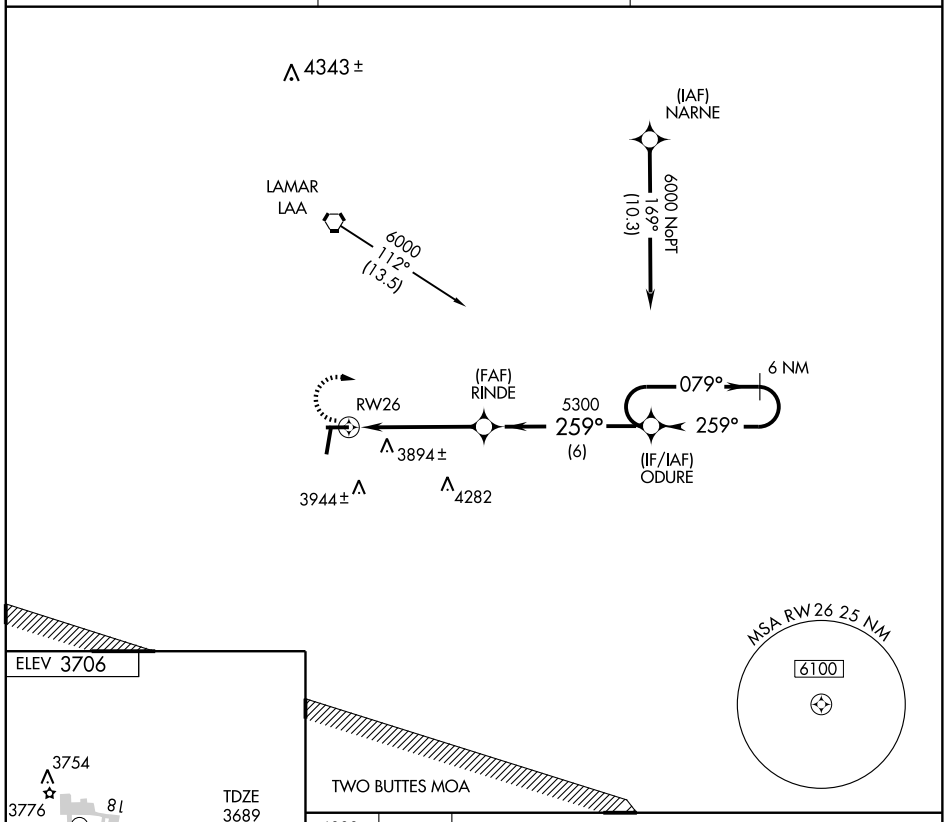
APP CRS	Rwy ldg	5001
259°	TDZE	3689
	Apt Elev	3706

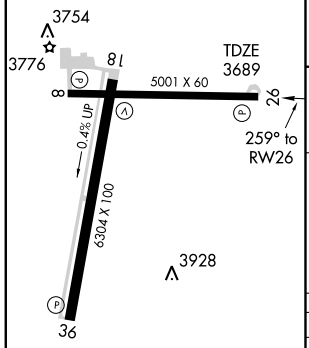
RNAV (GPS) RWY 26
LAMAR MUNI (LAA)

Circling NA at night to Rwy 26, 8, and 36.
Straight in NA at night to Rwy 26.
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

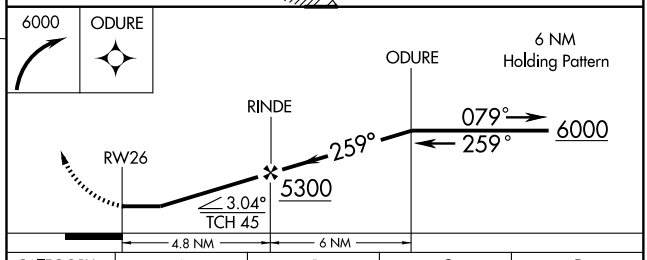
MISSED APPROACH: Climbing right turn to 6000 direct ODURE WP and hold.

ASOS	DENVER CENTER	UNICOM
135.625	133.4 377.175	122.8 (CTAF) L





REIL Rwy 18 and 36
MIRL Rwys 8-26 and 18-36 L



CATEGORY	A	B	C	D
LNAV MDA	4180-1 491 (500-1)		4180-1¼ 491 (500-1¼)	4180-1½ 491 (500-1½)
CIRCLING	4420-1 714 (800-1)		4420-2 714 (800-2)	4420-2¼ 714 (800-2¼)

SW-1, 14 JAN 2010 to 11 FEB 2010

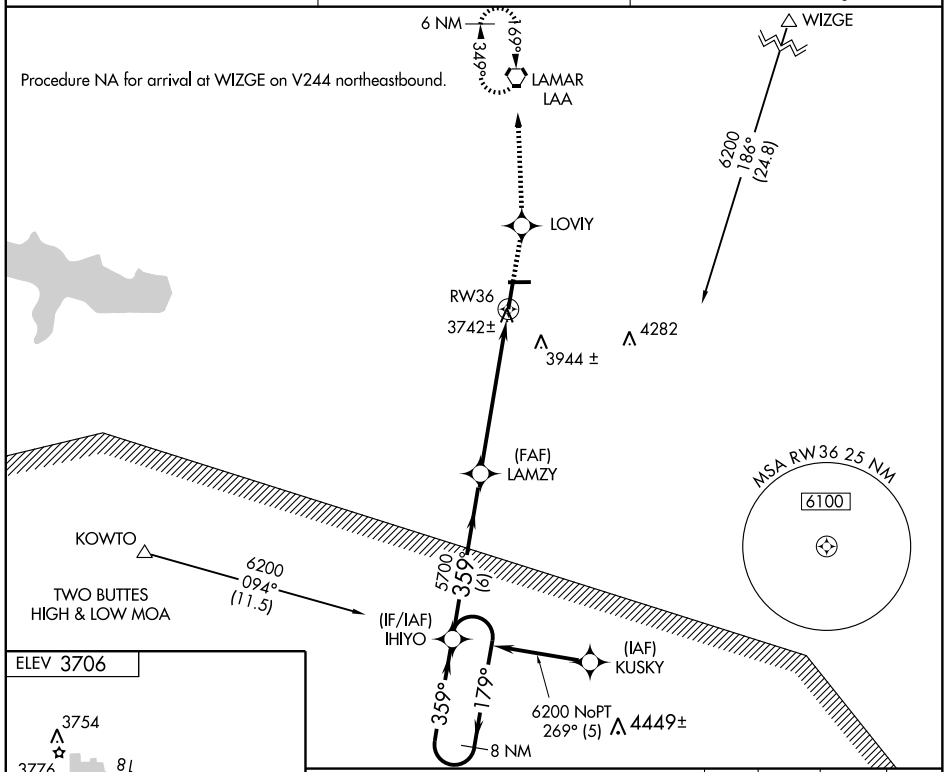
WAAS Chan 99400 W36A	APP CRS 359°	Rwy ldg 6304 TDZE 3706 Apt Elev 3706

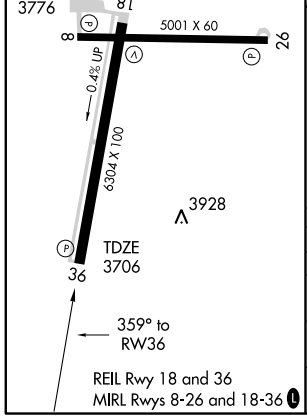
RNAV (GPS) RWY 36
LAMAR MUNI (LAA)

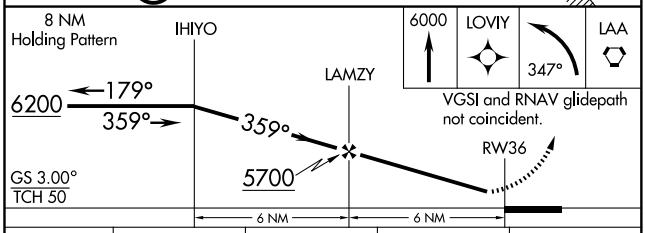
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -22°C (-7°F).
Straight-in minimums NA at night.
Circling to Rwy 36, 8, and 26 NA at night.

MISSED APPROACH: Climb to 6000 direct LOVIY then left turn via 347° track to LAA VORTAC and hold.

ASOS	DENVER CENTER	UNICOM
135.625	133.4 377.175	122.8 (CTAF) L







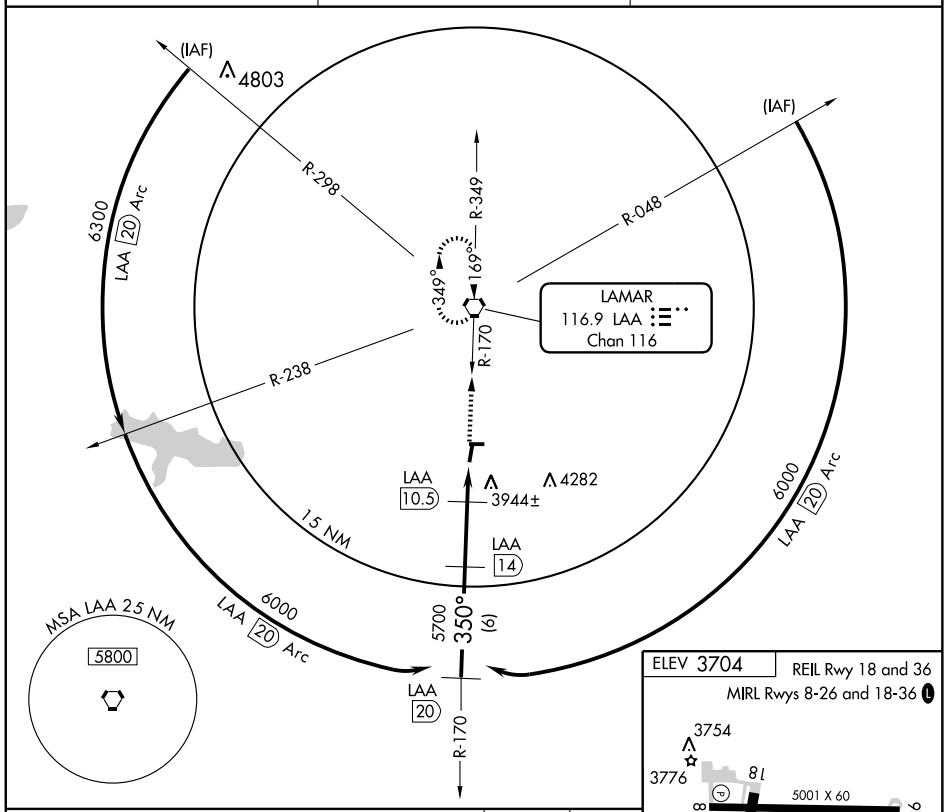
CATEGORY	A	B	C	D
LPV DA	3956-1 250 (300-1)			
LNAV/VNAV DA	4250-2 544 (600-2)			
LNAV MDA	4380-1 674 (700-1)		4380-2 674 (700-2)	4380-2¼ 674 (700-2¼)
CIRCLING	4420-2 714 (800-2)			4420-2¼ 714 (800-2¼)

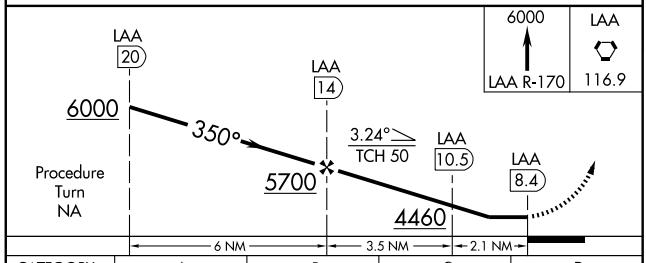
VORTAC LAA 116.9 Chan 116	APP CRS 350°	Rwy ldg 6304 TDZE 3704 Apt Elev 3704

VOR/DME RWY 36
LAMAR MUNI (LAA)

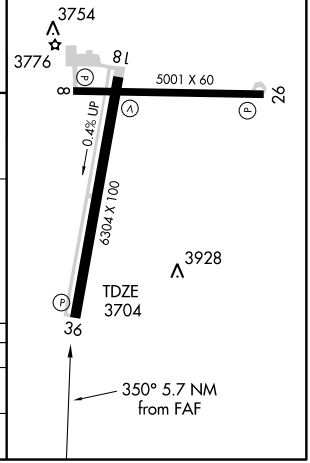
MISSED APPROACH: Climb to 6000 via LAA R-170 to LAA VORTAC and hold.

ASOS	DENVER CENTER	UNICOM
135.625	133.4 377.175	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-36	4200-1 496 (500-1)		4200-1¼ 496 (500-1¼)	4200-1½ 496 (500-1½)
CIRCLING	4200-1 496 (500-1)	4220-1 516 (600-1)	4240-1½ 536 (600-1½)	4260-2 556 (600-2)

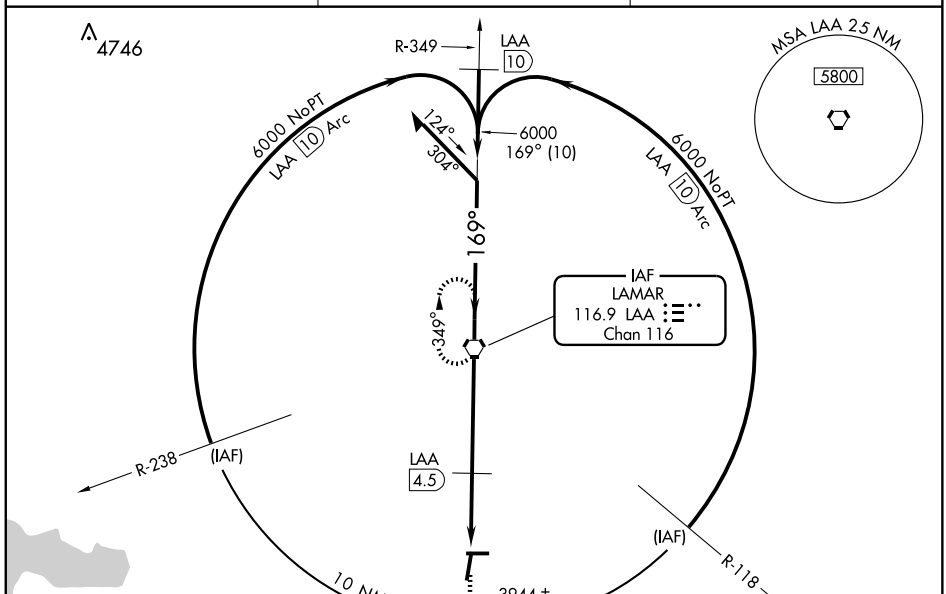


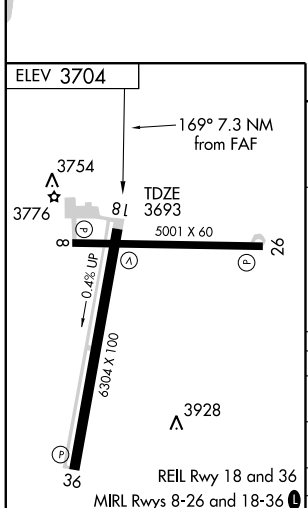
VORTAC LAA 116.9 Chan 116	APP CRS 169°	Rwy ldg 6304 TDZE 3693 Apt Elev 3704

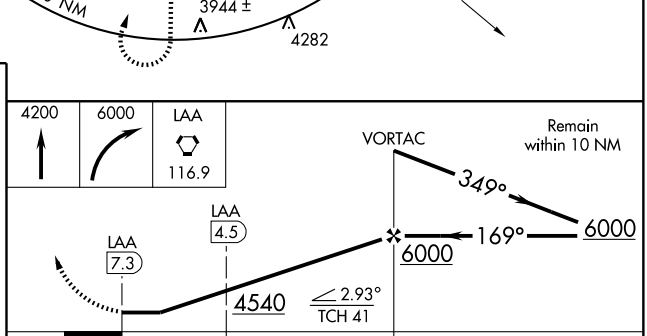
VOR RWY 18
LAMAR MUNI (LAA)

MISSED APPROACH: Climb to 4200, then climbing right turn to 6000 direct LAA VORTAC and hold.

ASOS	DENVER CENTER	UNICOM
135.625	133.4 377.175	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-18	4540-1 847 (900-1)	4540-1¼ 847 (900-1¼)	4540-2½ 847 (900-2½)	4540-2¾ 847 (900-2¾)
CIRCLING	4540-1 836 (900-1)	4540-1¼ 836 (900-1¼)	4540-2½ 836 (900-2½)	4540-2¾ 836 (900-2¾)
DME MINIMA				
S-18	4040-1 347 (400-1)			4040-1¼ 347 (400-1¼)
CIRCLING	4200-1 496 (500-1)	4220-1 516 (600-1)	4240-1½ 536 (600-1½)	4260-2 556 (600-2)

FAF to MAP 7.3 NM

Knots	60	90	120	150	180
Min:Sec	7:18	4:52	3:39	2:55	2:26

SW-1, 14 JAN 2010 to 11 FEB 2010

DAVVY ONE DEPARTURE (RNAV) (OBSTACLE)

DENVER CENTER
119.85 363.15

NOTE: GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.

TAKE-OFF MINIMUMS

Rwy 34: Standard with minimum climb of 364′ per NM to 13500.
Rwy 16: NA, ATC.

TAKE-OFF OBSTACLE NOTES

Multiple trees beginning 71′ from DER, 378′ right of centerline, up to 100′ AGL/10042′ MSL.
Tree 37′ from DER, 140′ left of centerline, 100′ AGL/10019 MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 34: Climb to 16000 direct OLOWI and via 343° track to DAVVY. Then via assigned route.

APP CRS	Rwy ldg	6400
161°	TDZE	9928
	Apt Elev	9928

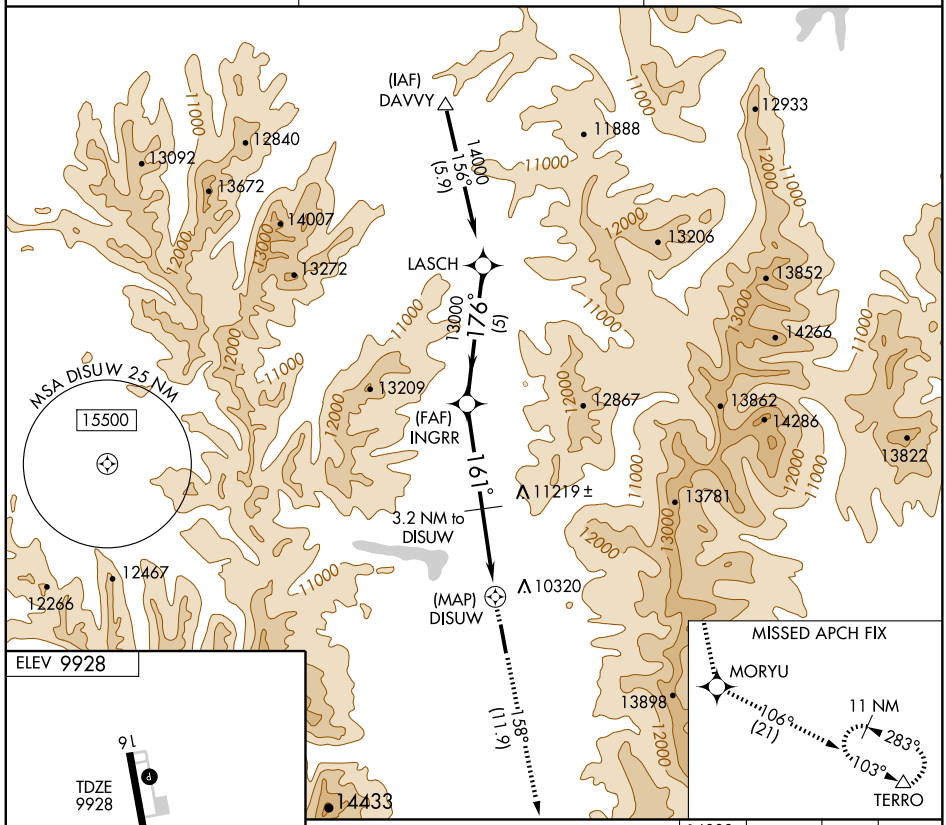
GPS RWY 16

LEADVILLE/LAKE COUNTY (LXV)

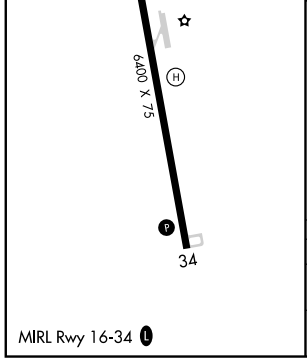
T
NA

MISSED APPROACH: Climb to 16000 via 158° course to MORYU WP, then via 106° course to TERRO WP and hold.

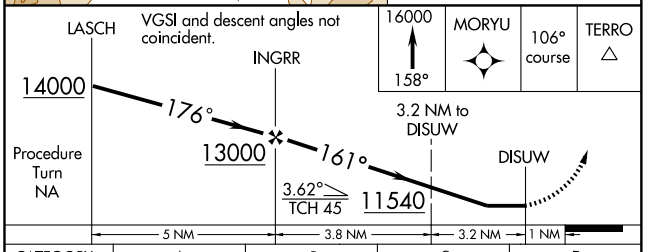
ASOS	DENVER CENTER	UNICOM
118.375	119.85 363.15	122.8 (CTAF) L



ELEV 9928



MIRL Rwy 16-34 L

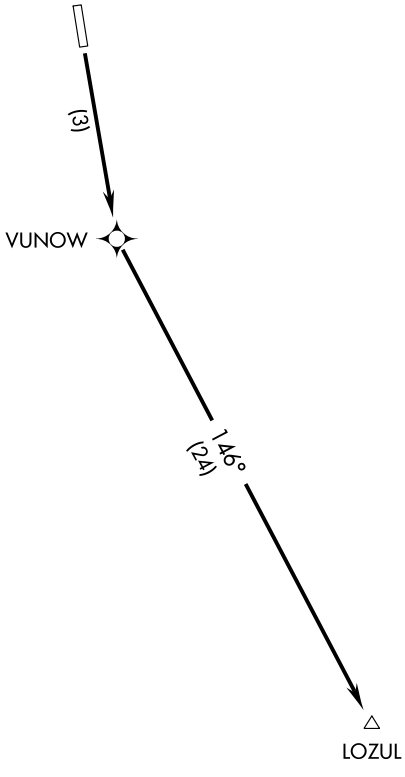


CATEGORY	A	B	C	D
S-16	11360-1¼ 1432 (1500-1¼)	11360-1½ 1432 (1500-1½)	NA	
CIRCLING	11360-1¼ 1432 (1500-1¼)	11360-1½ 1432 (1500-1½)	NA	

SW-1, 14 JAN 2010 to 11 FEB 2010

LOZUL TWO DEPARTURE (RNAV) (OBSTACLE)

DENVER CENTER
119.85 363.15



NOTE: GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.

TAKE-OFF MINIMUMS
Rwy 16: Standard with minimum climb of 322′ per NM to 14300.
Rwy 34: NA, ATC.

TAKE-OFF OBSTACLE NOTE
Multiple trees beginning 47′ from DER, 453′ left of centerline, up to 100′ AGL/10079′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climb to 16200′ direct VUNOW and via 146° track to LOZUL. Then via assigned route.

SW-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	N/A
346°	TDZE	N/A
	Apt Elev	5052

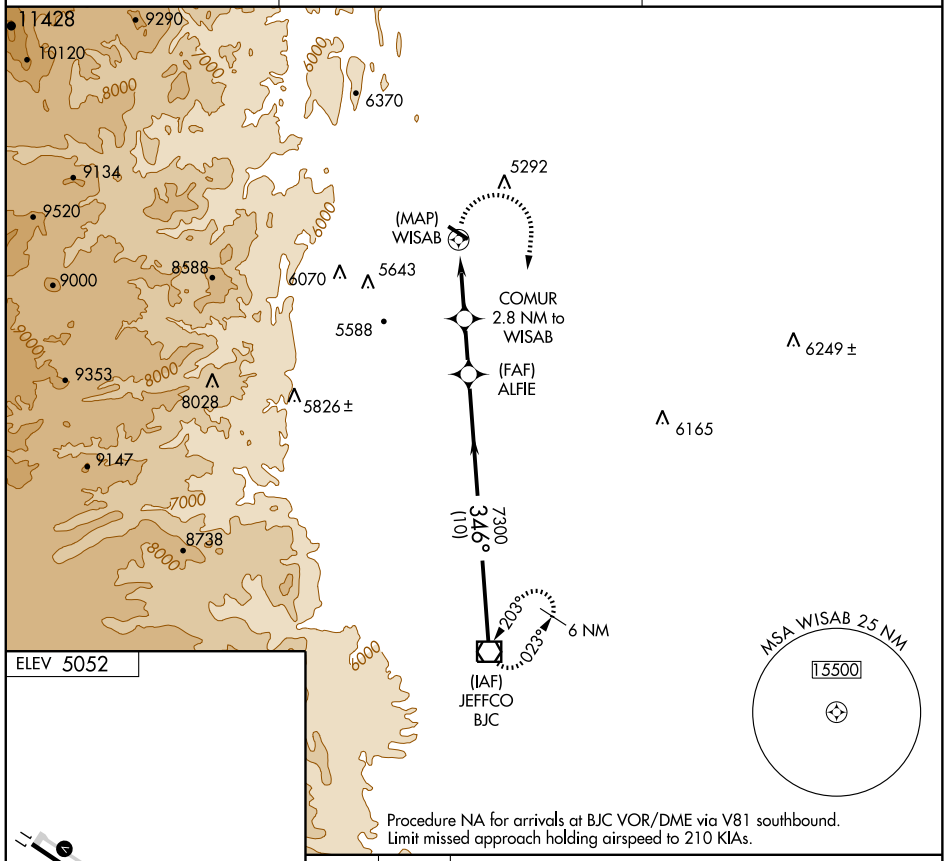
RNAV (GPS)-B

LONGMONT/ VANCE BRAND (LMO)

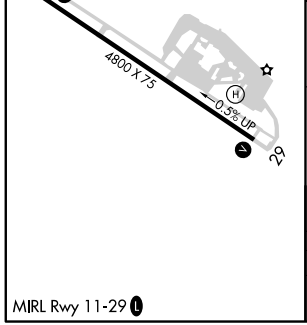
Use Denver Intl altimeter setting.
NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

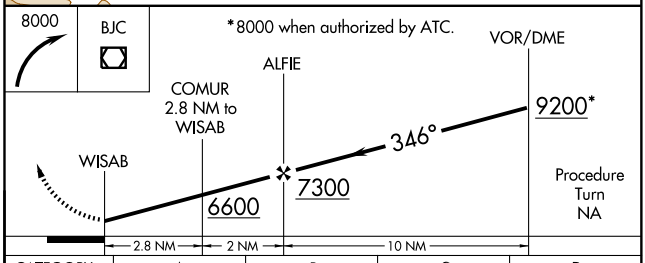
MISSED APPROACH: Climbing right turn to 8000 direct BJC VOR/DME and hold.

AWOS-3	DENVER APP CON	UNICOM
120.0	126.1 360.75	122.975 (CTAF) L



ELEV 5052





CATEGORY	A	B	C	D
CIRCLING	5700-1 648 (700-1)	5720-1 668 (700-1)	5740-2 688 (700-2)	5740-2¼ 688 (700-2¼)

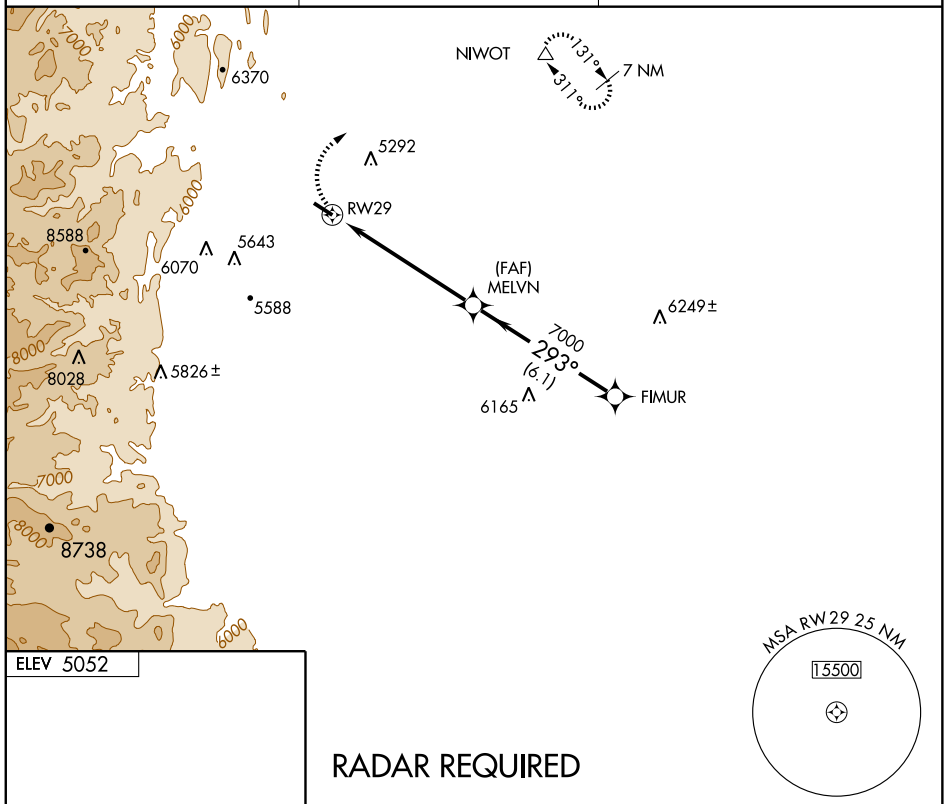
APP CRS	Rwy ldg	4800
293°	TDZE	5044
	Apt Elev	5052

RNAV (GPS) RWY 29
LONGMONT/ VANCE BRAND (LMO)

Use Denver Intl altimeter setting.
NA GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

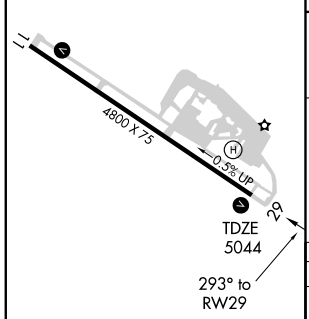
MISSED APPROACH: Climbing right turn to 7300 direct NIWOT WP and hold.

AWOS-3	DENVER APP CON	UNICOM
120.0	126.1 360.75	122.975 (CTAF) L

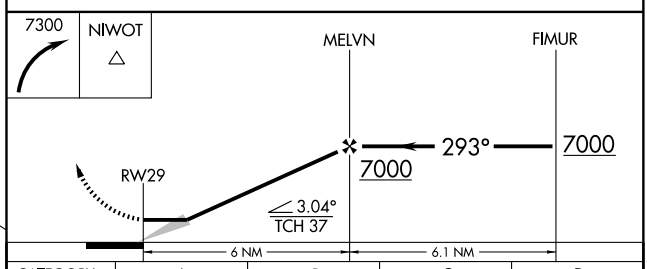


ELEV 5052

RADAR REQUIRED



MIRL Rwy 11-29 L



CATEGORY	A	B	C	D
LNAV MDA	5640-1 596 (600-1)		5640-1½ 596 (600-1½)	5640-1¾ 596 (600-1¾)
CIRCLING	5700-1 648 (700-1)	5720-1 668 (700-1)	5740-2 688 (700-2)	5740-2¼ 688 (700-2¼)

VOR/DME BJC 115.4 Chan 101	APP CRS 345°	Rwy ldg N/A TDZE N/A Apt Elev 5052

VOR/DME-A

LONGMONT/ VANCE BRAND (LMO)

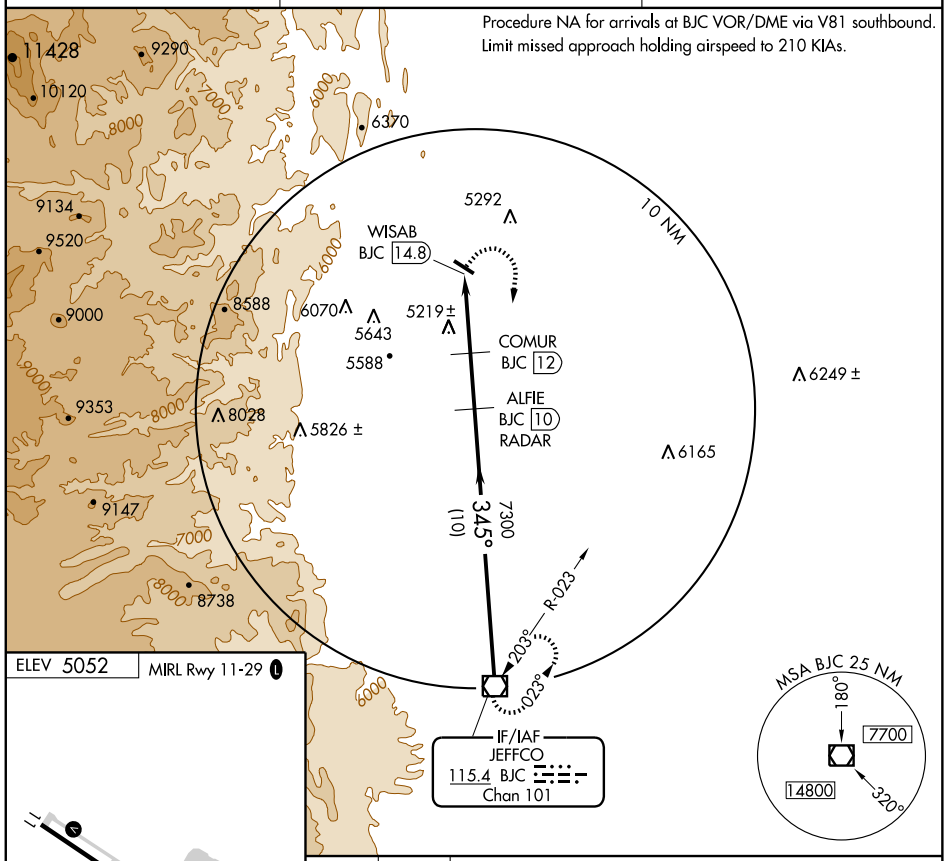
NA

Use Denver Intl altimeter setting.

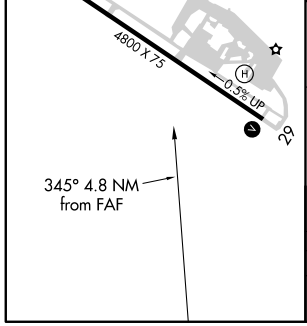
MISSED APPROACH: Climbing right turn to 8000 direct BJC VOR/DME and hold.

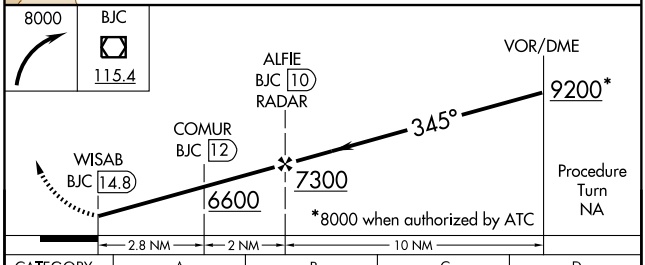
AWOS-3	DENVER APP CON	UNICOM
120.0	126.1 360.75	122.975 (CTAF) L

Procedure NA for arrivals at BJC VOR/DME via V81 southbound.
Limit missed approach holding airspeed to 210 KIAs.



ELEV 5052 MIRL Rwy 11-29 L





CATEGORY	A	B	C	D
CIRCLING	5700-1 648 (700-1)	5720-1 668 (700-1)	5740-2 688 (700-2)	5740-2¼ 688 (700-2¼)

SW-1, 14 JAN 2010 to 11 FEB 2010

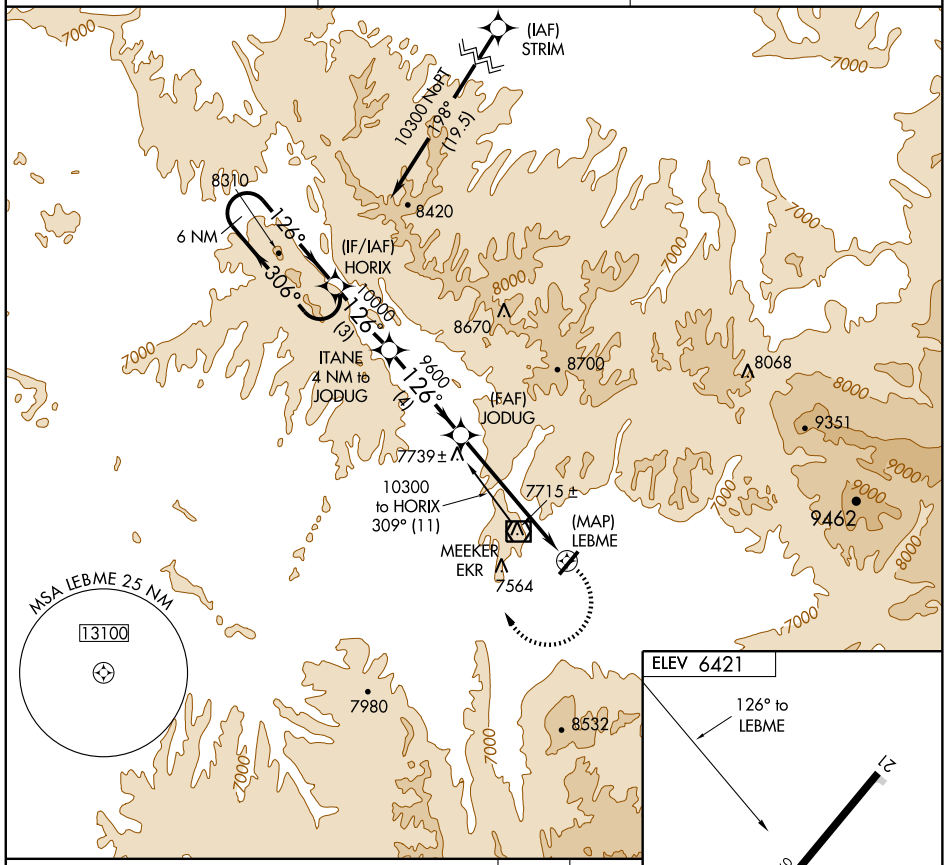
APP CRS	Rwy ldg	N/A
126°	TDZE	N/A
	Apt Elev	6421

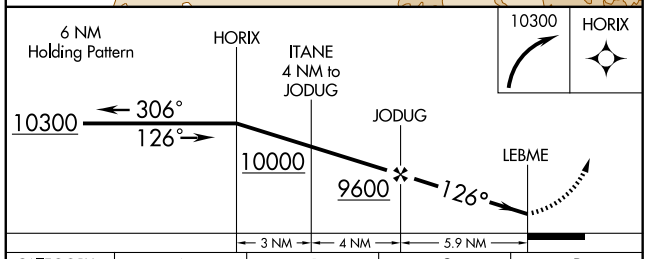
RNAV (GPS)-B
MEEKER (EEO)

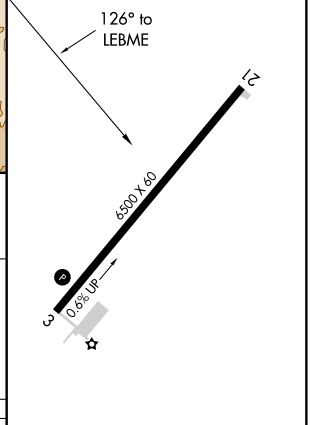
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
NA Circling not authorized west of Rwy 3-21.

MISSED APPROACH: Climbing right turn to 10300 direct HORIX WP and hold.

ASOS	DENVER CENTER	UNICOM
135.525	134.5 327.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	7960-1¼ 1539 (1600-1¼)	7960-1½ 1539 (1600-1½)	7960-3 1539 (1600-3)	NA

REIL Rwy 3 L
MIRL Rwy 3-21 L

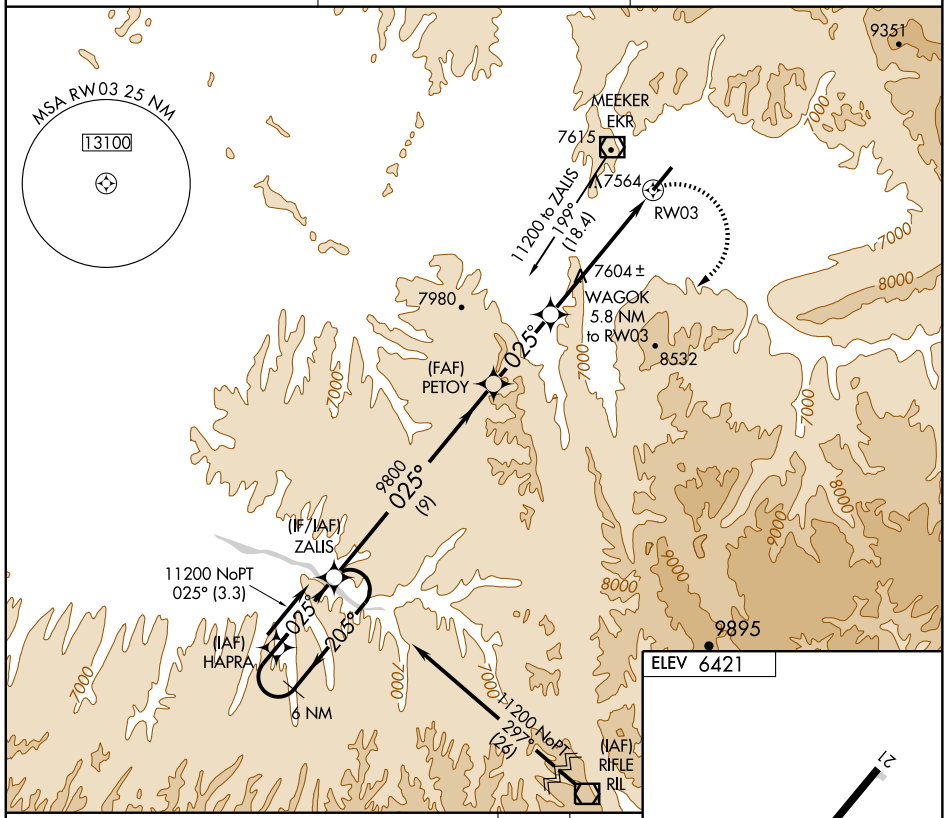
RNAV (GPS) RWY 3
MEEKER (EEO)

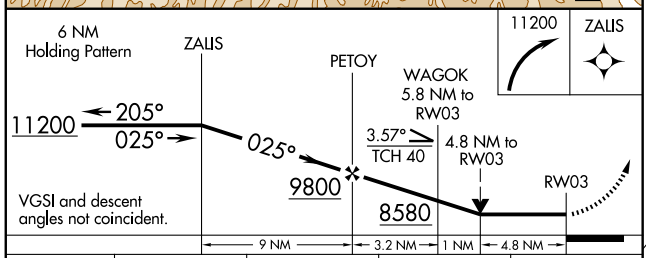
APP CRS	Rwy ldg	6500
025°	TDZE	6367
	Apt Elev	6421

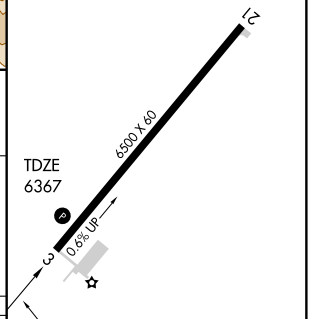
Circling NA west of Rwy 3-21.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 11200 direct ZALIS and hold.

ASOS	DENVER CENTER	UNICOM
135.525	134.5 327.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	7920-1¼ 1553 (1500-1¼)	7920-1½ 1553 (1500-1½)	7920-3 1553 (1500-3)	NA
CIRCLING	7920-1¼ 1499 (1500-1¼)	7920-1½ 1499 (1500-1½)	7920-3 1499 (1500-3)	NA

REIL Rwy 3 L
MIRL Rwy 3-21 L

SW-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME EKR	APP CRS	Rwy ldg	N/A
115.2	107°	TDZE	N/A
Chan 99		Apt Elev	6421

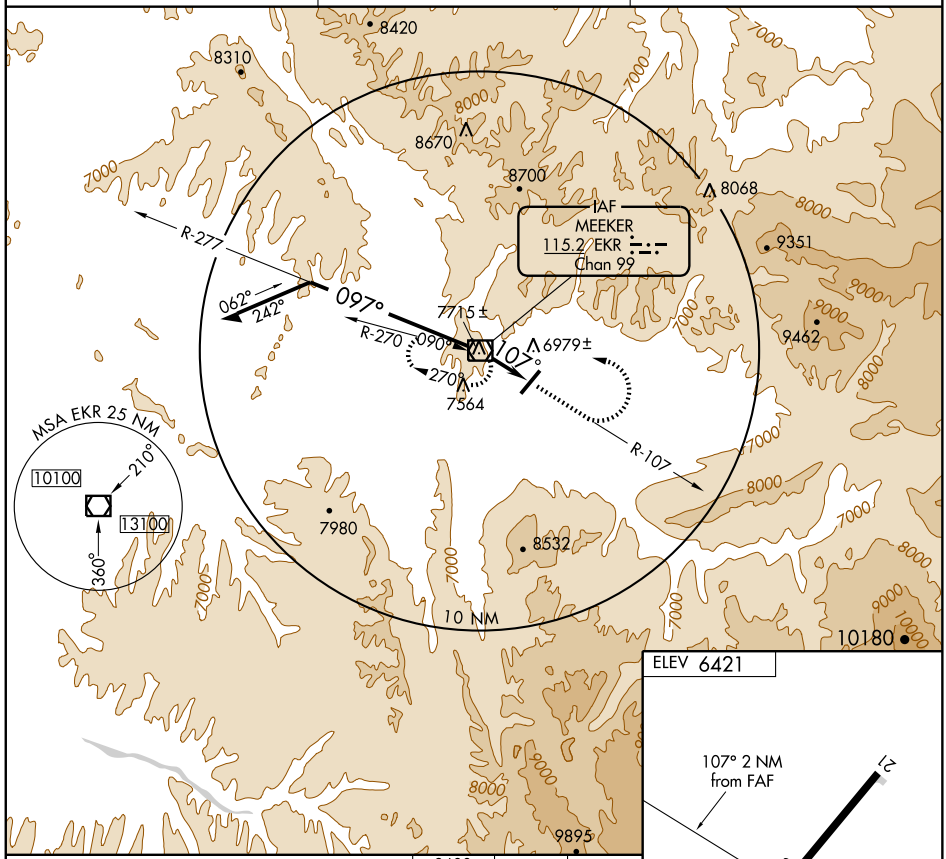
VOR-A
MEEKER (EEO)

NA

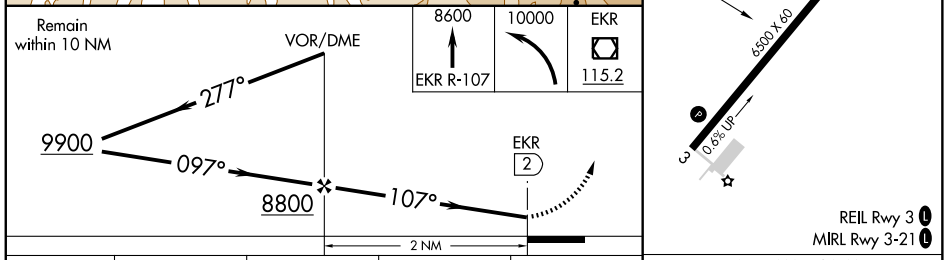
Circling not authorized west of Rwy 3-21.

MISSED APPROACH: Climb via EKR VOR/DME R-107 to 8600, then climbing left turn to 10000 direct EKR VOR/DME and hold.

ASOS	DENVER CENTER	UNICOM
135.525	134.5 327.8	122.8 (CTAF) L



ELEV 6421



CATEGORY	A	B	C	D
CIRCLING	8000-1¼ 1579 (1600-1¼)	8000-1½ 1579 (1600-1½)	8000-3 1579 (1600-3)	NA

FAF to MAP 2 NM					
Knots	60	90	120	150	180
Min:Sec	2:00	1:20	1:00	0:48	0:40

APP CRS	Rwy ldg	5900
197°	TDZE	7605
	Apt Elev	7608

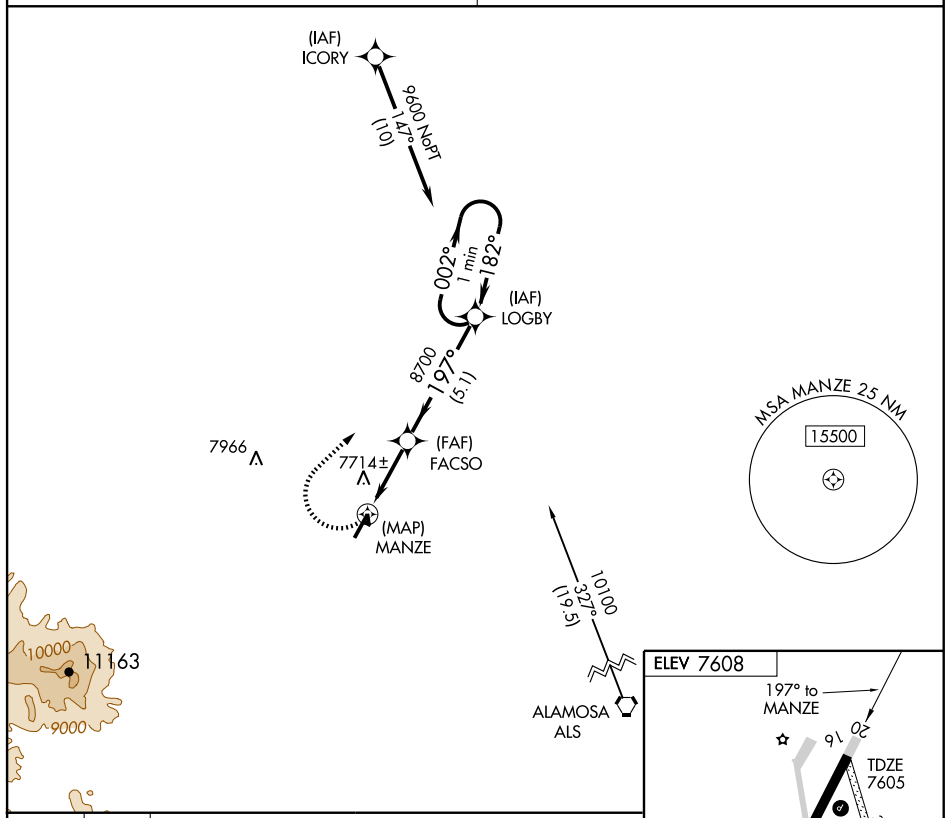
GPS RWY 20
MONTE VISTA MUNI (MVI)

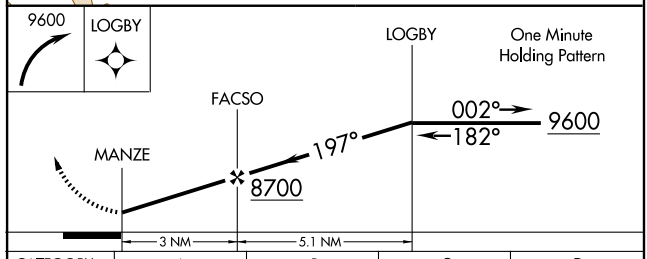
NA

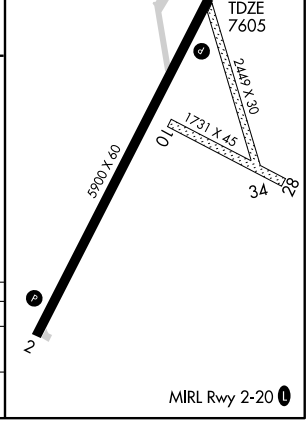
Use Alamosa altimeter setting.

MISSED APPROACH: Climbing right turn to 9600 direct LOGBY WP and hold.

DENVER CENTER	UNICOM
128.375 379.95	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-20	8000-1 395 (400-1)			8000-1¼ 395 (400-1¼)
CIRCLING	8060-1 452 (500-1)		8060-1½ 452 (500-1½)	8160-2 552 (600-2)

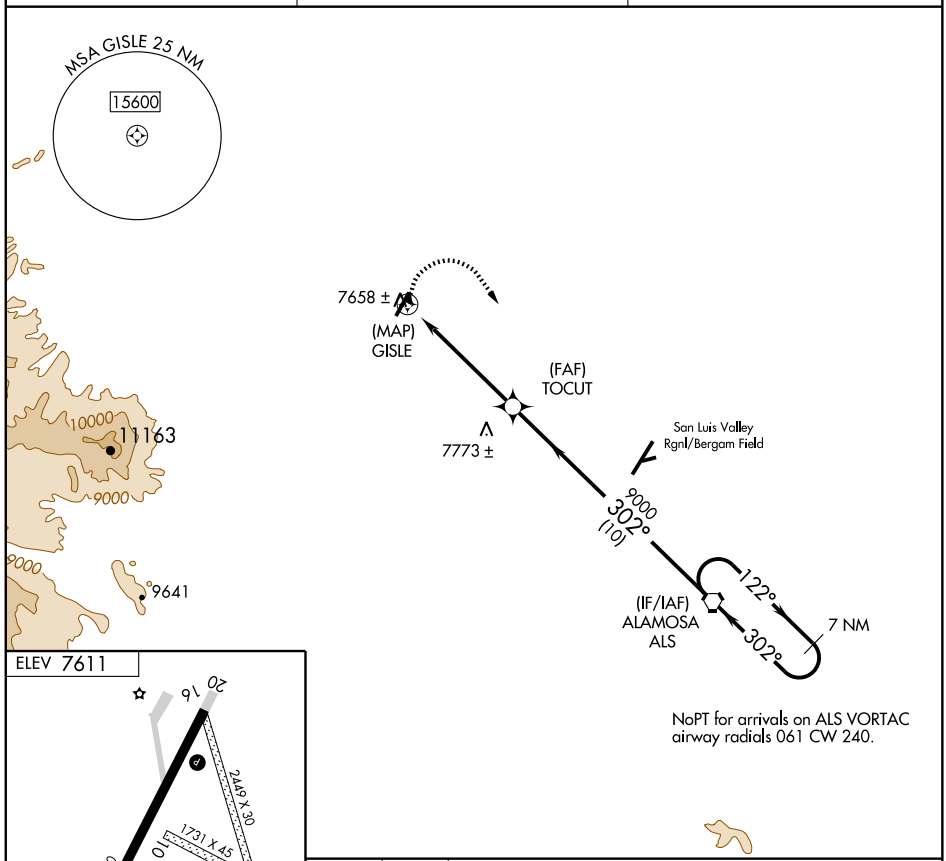
APP CRS	Rwy ldg	N/A
302°	TDZE	N/A
	Apt Elev	7611

RNAV (GPS)-B
MONTE VISTA MUNI (MVI)

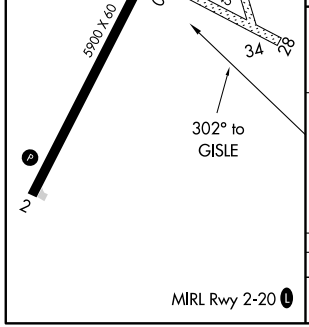
Use Alamosa altimeter setting.
Circling to RWY 10-28 and RWY 16-34 NA.
DME/DME RNP-0.3 NA.

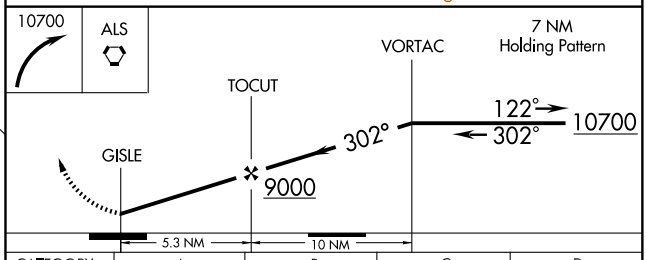
MISSED APPROACH: Climbing right turn to 10700 direct ALS VORTAC and hold.

ALAMOSA ASOS	DENVER CENTER	UNICOM
135.175	128.375 379.95	122.8 (CTAF)



NoPT for arrivals on ALS VORTAC airway radials 061 CW 240.





CATEGORY	A	B	C	D
CIRCLING	8020-1 409 (500-1)	8080-1 469 (500-1)	8080-1 ½ 469 (500-1½)	8180-2 569 (600-2)

MIRL Rwy 2-20

VORTAC ALS 113.9 Chan 86	APP CRS 301°	Rwy ldg N/A TDZE N/A Apt Elev 7611

VOR/DME-A
MONTE VISTA MUNI (MVI)

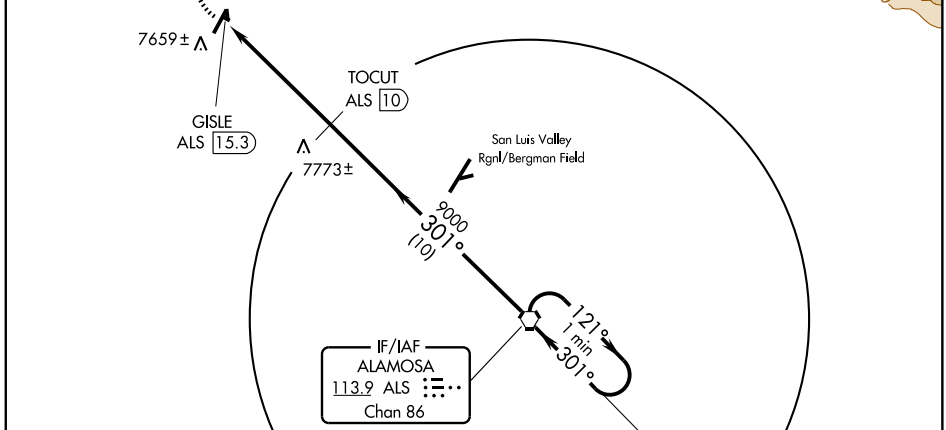
T NA

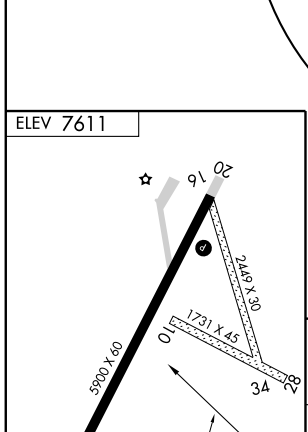
Circling to Rwy 10-28 and Rwy 16-34 NA. Use Alamosa altimeter setting.

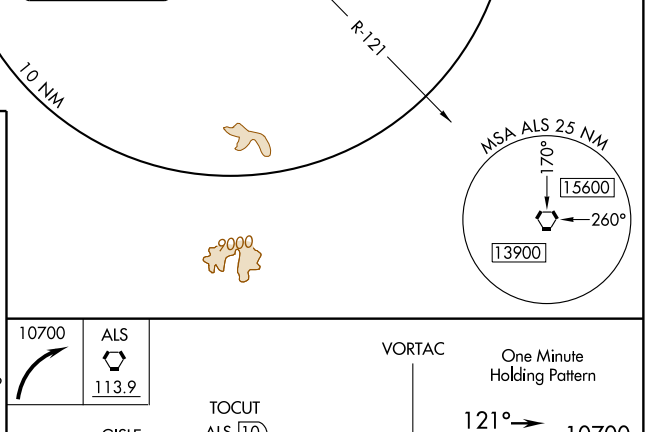
MISSED APPROACH: Climbing right turn to 10700 direct ALS VORTAC and hold.

ALAMOSA ASOS	DENVER CENTER	UNICOM
135.175	128.375 379.95	122.8 (CTAF) L

NoPT for arrival on ALS VORTAC airway radials 061 CW 240.







Knots	60	90	120	150	180
Min:Sec					

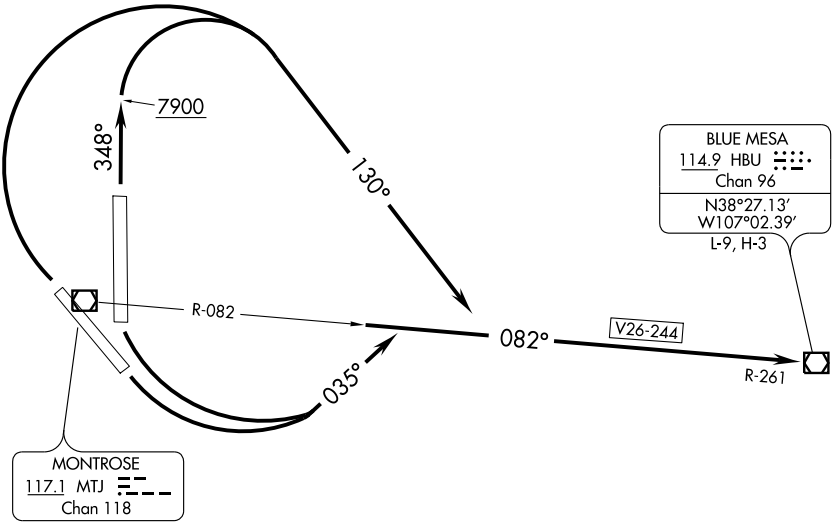
CATEGORY	A	B	C	D
CIRCLING	8020-1 409 (500-1)	8080-1 469 (500-1)	8080-1 ½ 469 (500-1½)	8180-2 569 (600-2)

SW-1, 14 JAN 2010 to 11 FEB 2010

BLUE MESA ONE DEPARTURE

MONTROSE RGNL (MTJ)
MONTROSE, COLORADO

DENVER RADIO
122.65
DENVER CENTER
125.35 354.05
UNICOM
122.8



TAKE-OFF MINIMUMS

Rwy 13: Standard with minimum climb of 450′ per NM to 11300.
Rwy 17: Standard with minimum climb of 420′ per NM to 11300.
Rwy 31: Standard with minimum climb of 450′ per NM to 11300.
Rwy 35: Standard with minimum climb of 460′ per NM to 11300.

TAKE-OFF OBSTACLE NOTES

Rwy 13: Multiple trees beginning 776′ from DER, 273′ left of centerline, up to 50′ AGL/5878′ MSL. Multiple trees and towers beginning 2590′ from DER, 38′ right of centerline, up to 110′ AGL/5910′ MSL.
Rwy 31: Multiple trees beginning 315′ from DER, 378′ left of centerline, up to 50′ AGL/5749′ MSL.
Rwy 35: Multiple trees beginning 218′ from DER, 511′ left of centerline, up to 50′ AGL/5709′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 13, 17: Climbing left turn to 12500 via heading 035° and MTJ R-082 to HBU VOR/DME, then via assigned route.

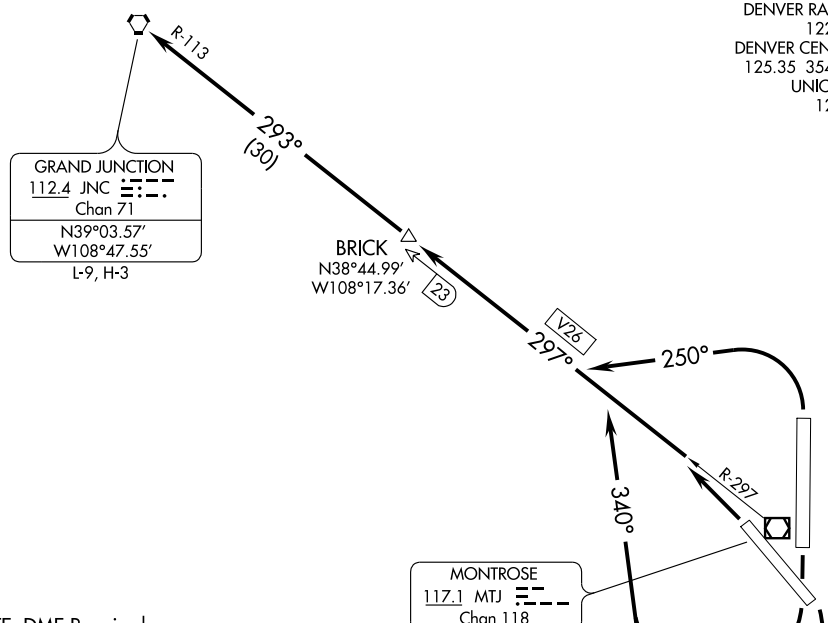
TAKE-OFF RUNWAY 31: Climbing right turn to 12500 via heading 130° and MTJ R-082 to HBU VOR/DME, then via assigned route.

TAKE-OFF RUNWAY 35: Climb heading 348° to 7900 then climbing right turn to 12500 via heading 130° and MTJ R-082 to HBU VOR/DME, then via assigned route.

SW-1. 14 JAN 2010 to 11 FEB 2010

BRICK ONE DEPARTURE

DENVER RADIO
122.65
DENVER CENTER
125.35 354.05
UNICOM
122.8



NOTE: DME Required.

TAKE-OFF MINIMUMS

Rwy 13: Standard with minimum climb of 250′ per NM to 7900.
Rwy 17: Standard with minimum climb of 260′ per NM to 7800.
Rwys 31, 35: Standard.

TAKE-OFF OBSTACLE NOTES

Rwy 13: Multiple trees beginning 776′ from DER, 273′ left of centerline, up to 50′ AGL/5878′ MSL. Multiple trees and towers beginning 2590′ from DER, 38′ right of centerline, up to 110′ AGL/5910′ MSL.
Rwy 31: Multiple trees beginning 315′ from DER, 378′ left of centerline, up to 50′ AGL/5749′ MSL.
Rwy 35: Multiple trees beginning 218′ from DER, 511′ left of centerline, up to 50′ AGL/5709′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 13, 17: Climbing right turn to 11000 via heading 340° and MTJ R-297 to BRICK/MTJ 23 DME, Thence. . . .

TAKE-OFF RUNWAY 31: Climbing left turn to 11000 via MTJ R-297 to BRICK/MTJ 23 DME, Thence . . . .

TAKE-OFF RUNWAY 35: Climbing left turn to 11000 via heading 250° and MTJ R-297 to BRICK/MTJ 23 DME, Thence . . . .

. . . . Via V26 to JNC VORTAC.

SW-1. 14 JAN 2010 to 11 FEB 2010

LOC I-MTJ	APP CRS	Rwy ldg	10000
111.3	168°	TDZE	5704
		Apt Elev	5759

ILS or LOC/DME RWY 17

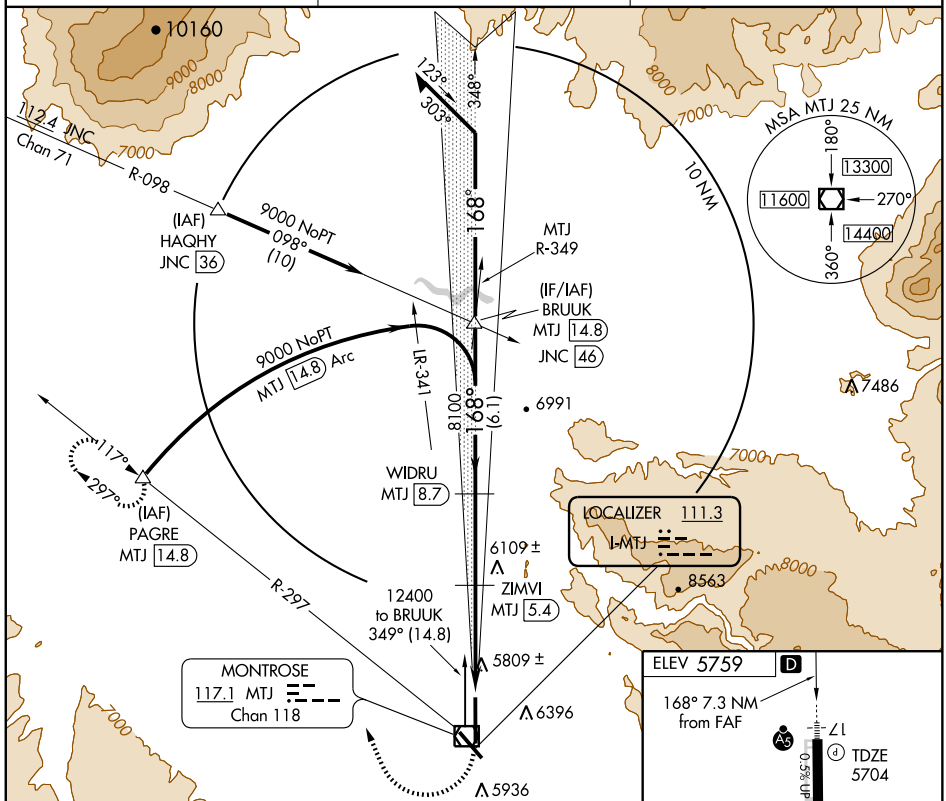
MONTROSE RGNL (MTJ)

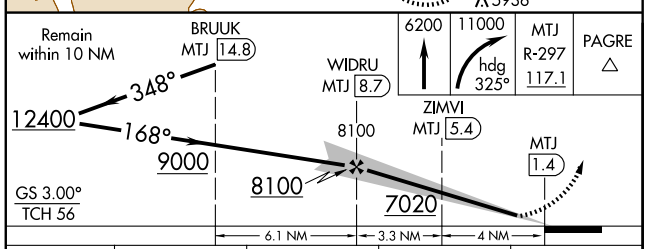
DME required.
DME from MTJ VOR/DME. Simultaneous reception of I-MTJ and MTJ DME required.

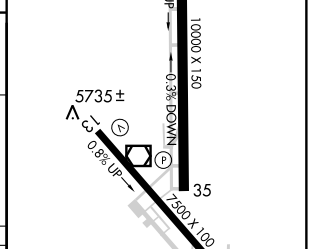
MALSR

MISSED APPROACH: Climb to 6200 then climbing right turn to 11000 via heading 325° and MTJ VOR/DME R-297 to PAGRE/ MTJ 14.8 DME and hold, continue climb-in-hold to 11000.

ASOS	DENVER CENTER	UNICOM
135.225	125.35 354.05	122.8 (CTAF) L







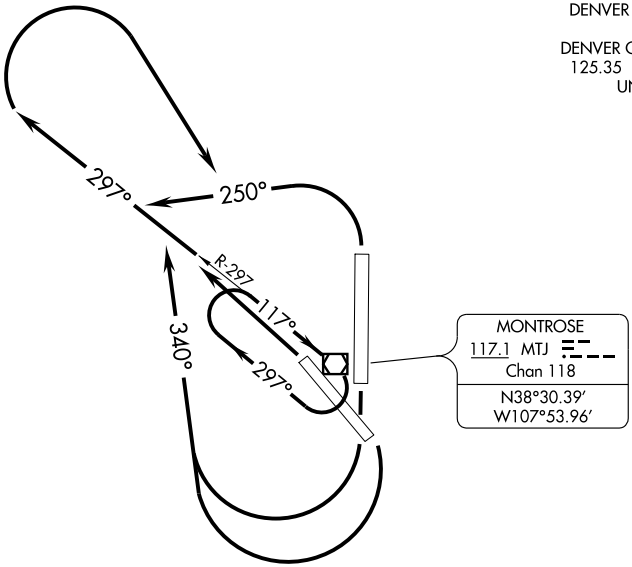
REIL Rwys 13, 31, and 35 L
HIRL Rwys 13-31 and 17-35 L

CATEGORY	A	B	C	D
S-ILS 17	5904-½ 200 (200-½)			
S-LOC 17	6060-½ 356 (400-½)			6060-¾ 356 (400-¾)
CIRCLING	6240-1 481 (500-1)	6300-1 541 (600-1)	6660-2¾ 901 (1000-2¾)	6700-3 941 (1000-3)

SW-1, 14 JAN 2010 to 11 FEB 2010

MONTROSE ONE DEPARTURE (OBSTACLE)

DENVER RADIO
122.65
DENVER CENTER
125.35 354.05
UNICOM
122.8



TAKE-OFF MINIMUMS

Rwy 13: Standard with minimum climb of 250′ per NM to 8100, or 5000-3 for climb in visual conditions.

Rwy 17: Standard with minimum climb of 260′ per NM to 8100, or 5000-3 for climb in visual conditions.

Rwys 31, 35: Standard.

TAKE-OFF OBSTACLE NOTES

Rwy 13: Multiple trees beginning 776′ from DER, 273′ left of centerline, up to 50′ AGL/5878′ MSL. Multiple trees and towers beginning 2590′ from DER, 38′ right of centerline, up to 110′ AGL/5910′ MSL.

Rwy 31: Multiple trees beginning 315′ from DER, 378′ left of centerline, up to 50′ AGL/5749′ MSL.

Rwy 35: Multiple trees beginning 218′ from DER, 511′ left of centerline, up to 50′ AGL/5709′ MSL.

NOTE: Chart not to scale.

V

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 13, 17: Climbing right turn to 8100 via heading 340° and MTJ R-297, then climbing right turn to 11000 direct MTJ VOR/DME, Thence. . . .
Or, for climb in visual conditions: Cross Montrose Rgnl Airport at or above 10600 before proceeding on course.

TAKE-OFF RUNWAY 31: Climbing left turn to 8100 via MTJ R-297, then climbing right turn to 11000 direct MTJ VOR/DME, Thence . . . .

TAKE-OFF RUNWAY 35: Climbing left turn to 8600 via heading 250° and MTJ R-297, then climbing right turn to 11000 direct MTJ VOR/DME, Thence . . . .

. . . . Continue climb-in-hold in MTJ VOR/DME holding pattern to cross MTJ VOR/DME at or above 11000, then proceed via assigned route.

APP CRS	Rwy ldg	7500
127°	TDZE	5719
	Apt Elev	5759

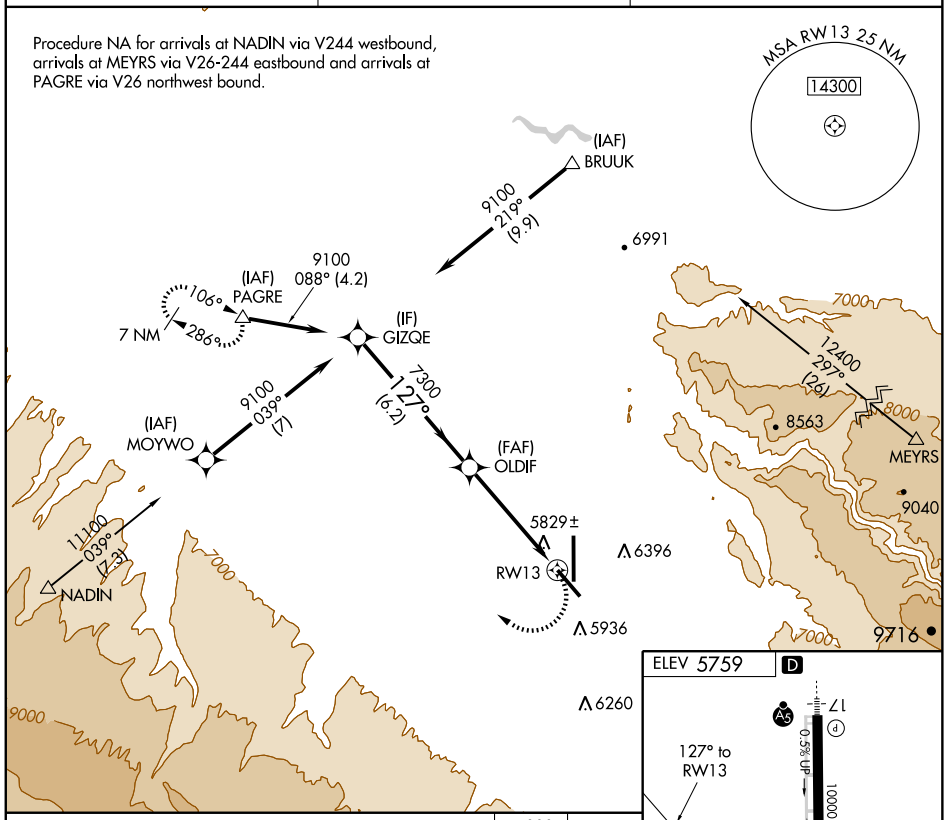
RNAV (GPS) RWY 13
MONTROSE RGNL (MTJ)

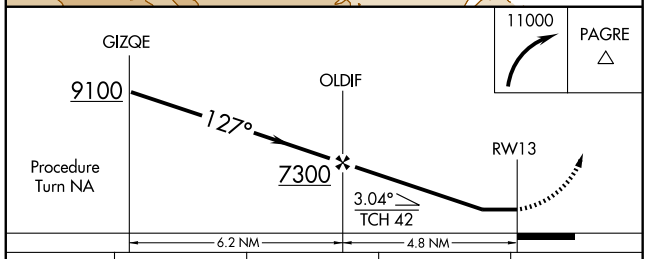
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

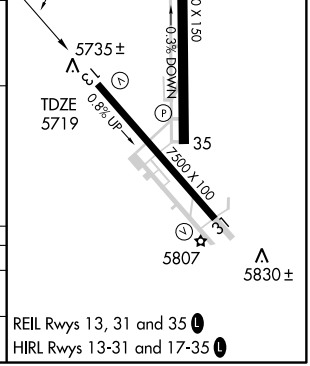
MISSED APPROACH: Climbing right turn to 11000 direct PAGRE and hold, continue climb-in-hold to 11000.

ASOS	DENVER CENTER	UNICOM
135.225	125.35 354.05	122.8 (CTAF) L

Procedure NA for arrivals at NADIN via V244 westbound, arrivals at MEYRS via V26-244 eastbound and arrivals at PAGRE via V26 northwest bound.







REIL Rwys 13, 31 and 35 L
HIRL Rwys 13-31 and 17-35 L

CATEGORY	A	B	C	D
LNAV MDA	6160-1 441 (500-1)		6160-1¼ 441 (500-1¼)	6160-1½ 441 (500-1½)
CIRCLING	6240-1 481 (500-1)	6300-1 541 (600-1)	6660-2¾ 901 (1000-2¾)	6700-3 941 (1000-3)

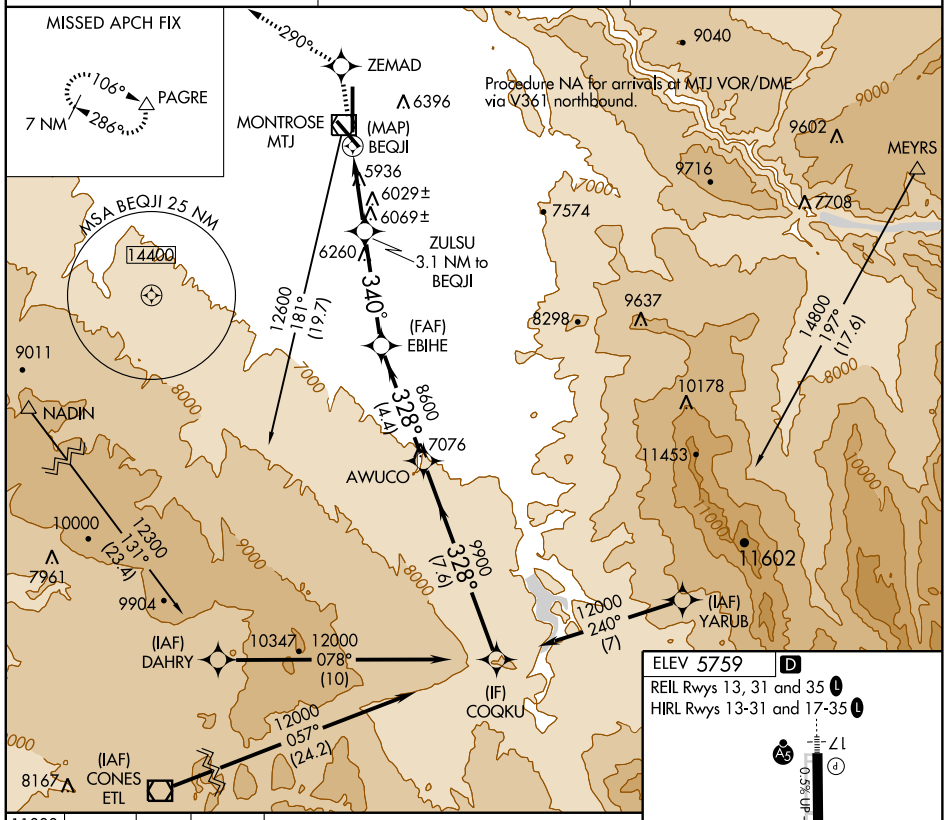
APP CRS	Rwy ldg	10000
340°	TDZE	5730
	Apt Elev	5759

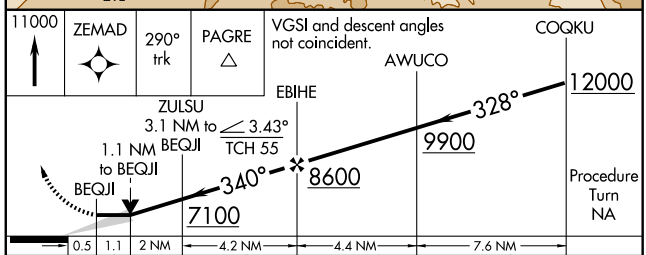
RNAV (GPS) RWY 35
MONTROSE RGNL (MTJ)

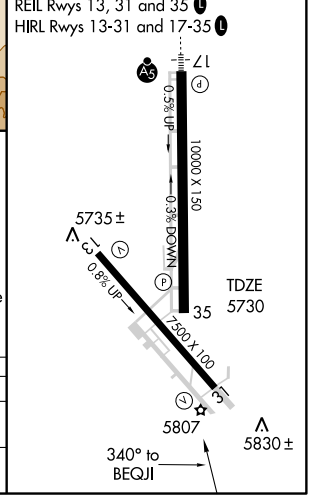
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 11000 direct ZEMAD and via 290° track to PAGRE and hold, continue climb-in-hold to 11000.

ASOS	DENVER CENTER	UNICOM
135.225	125.35 354.05	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	6280-1 550 (600-1)		6280-1½ 550 (600-1½)	6280-1¾ 550 (600-1¾)
CIRCLING	6280-1 521 (600-1)	6300-1 541 (600-1)	6660-2¾ 901 (1000-2¾)	6700-3 941 (1000-3)

SW-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	10000
168°	TDZE	5704
	Apt Elev	5759

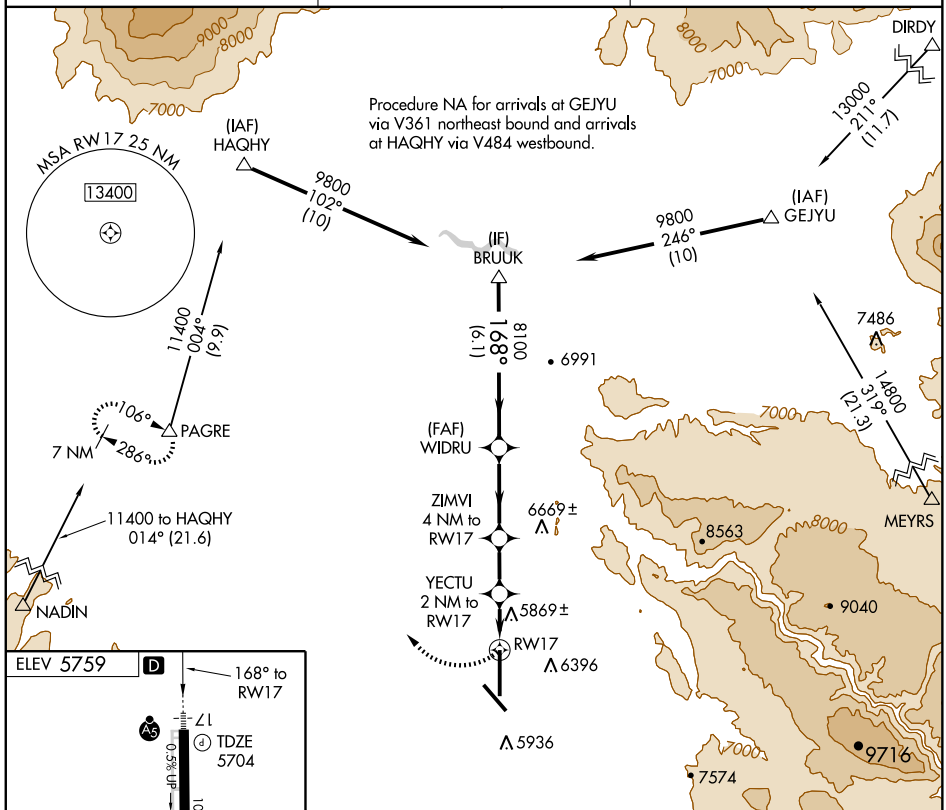
RNAV (GPS) Y RWY 17
MONTROSE RGNL (MTJ)

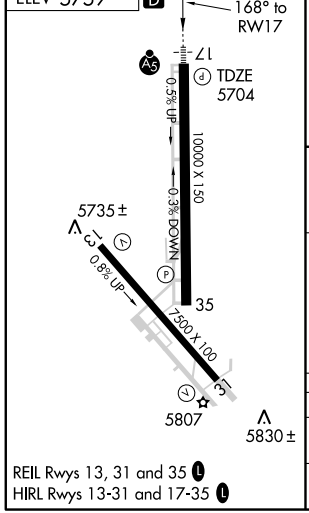
DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile.

MALSR

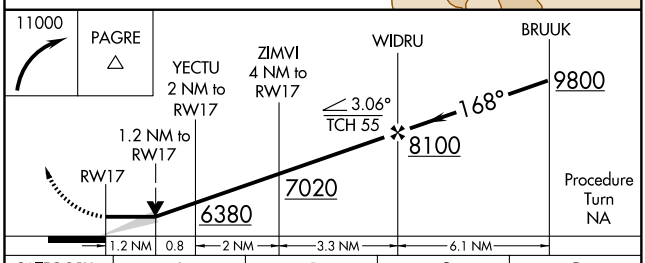
MISSED APPROACH: Climbing right turn to 11000 direct PAGRE and hold, continue climb-in-hold to 11000.

ASOS	DENVER CENTER	UNICOM
135.225	125.35 354.05	122.8 (CTAF) L





REIL Rwys 13, 31 and 35 L
HIRL Rwys 13-31 and 17-35 L



CATEGORY	A	B	C	D
LNAV MDA	6120-½ 416 (400-½)		6120-¾ 416 (400-¾)	6120-1 416 (400-1)
CIRCLING	6240-1 481 (500-1)	6300-1 541 (600-1)	6660-2¾ 901 (1000-2¾)	6700-3 941 (1000-3)

WAAS CH 40411 W17A	APP CRS 168°	Rwy ldg 10000 TDZE 5704 Apt Elev 5759

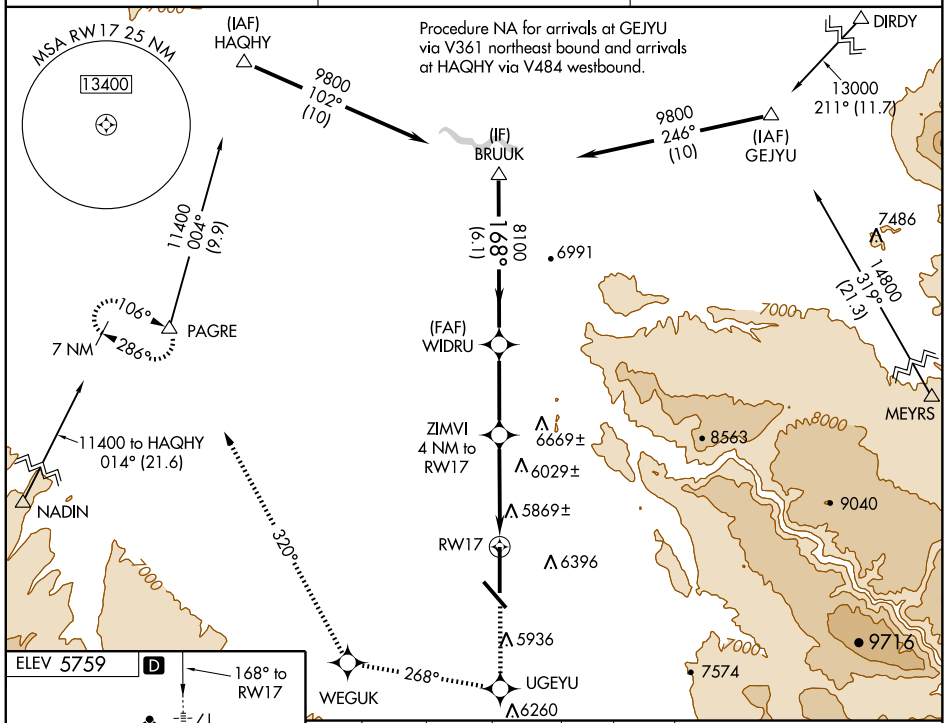
RNAV (GPS) Z RWY 17
MONTROSE RGNL (MTJ)

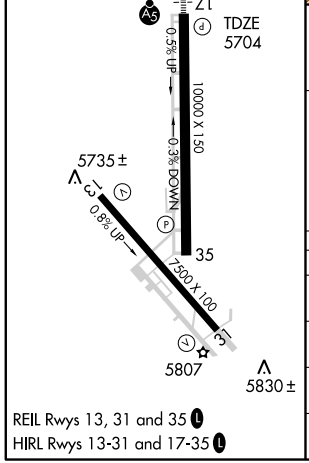
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 38°C (100°F). DME/DME RNP-0.3 NA.

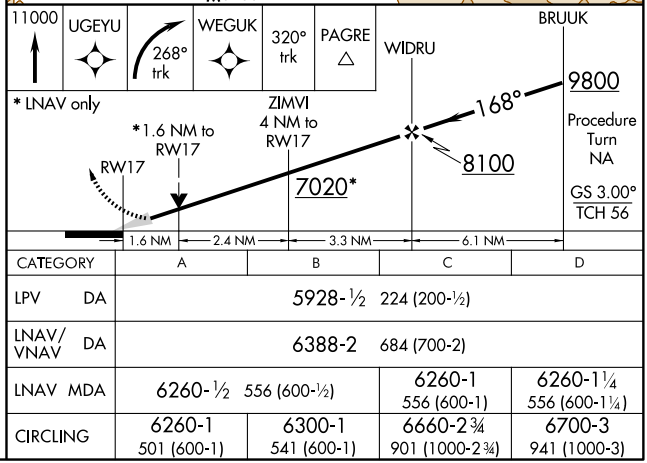
MALSR

MISSED APPROACH: Climb to 11000 direct UGEYU and right turn via 268° track to WEGUK and via 320° track to PAGRE and hold, continue climb-in-hold to 11000.

ASOS	DENVER CENTER	UNICOM
135.225	125.35 354.05	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	5928-½ 224 (200-½)			
LNAV/VNAV DA	6388-2 684 (700-2)			
LNAV MDA	6260-½ 556 (600-½)		6260-1 556 (600-1)	6260-1¼ 556 (600-1¼)
CIRCLING	6260-1 501 (600-1)	6300-1 541 (600-1)	6660-2¾ 901 (1000-2¾)	6700-3 941 (1000-3)

REIL Rwys 13, 31 and 35 L
HIRL Rwys 13-31 and 17-35 L

SW-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME MTJ 117.1 Chan 118	APP CRS 117°	Rwy ldg 7500 TDZE 5719 Apt Elev 5759

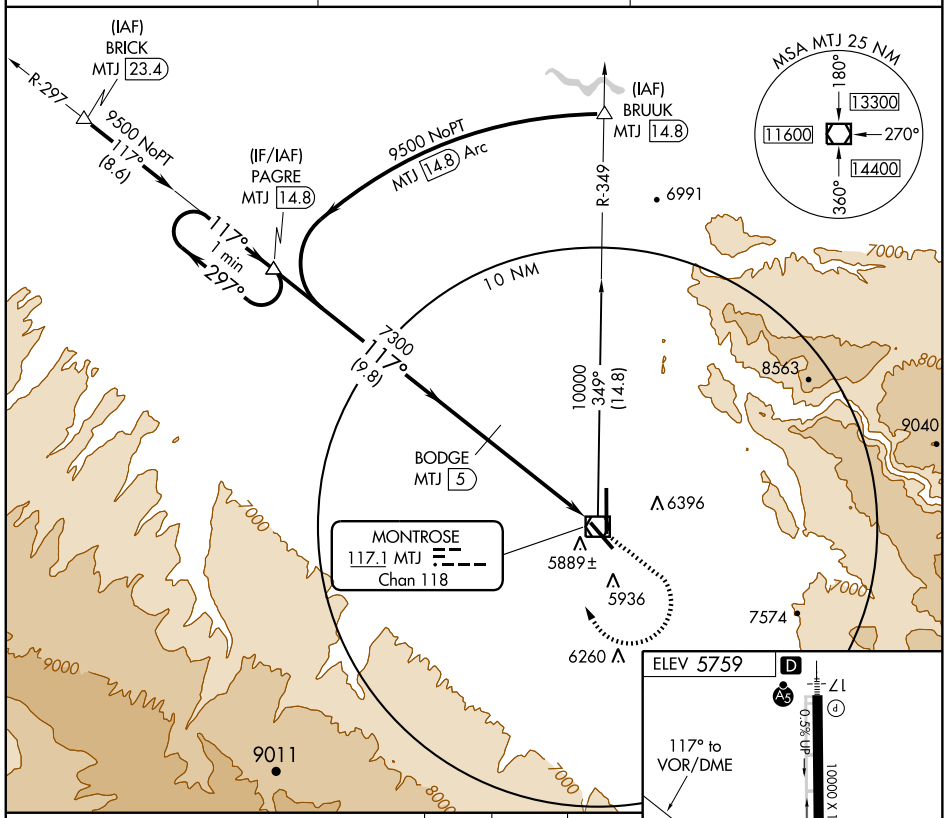
VOR/DME RWY 13

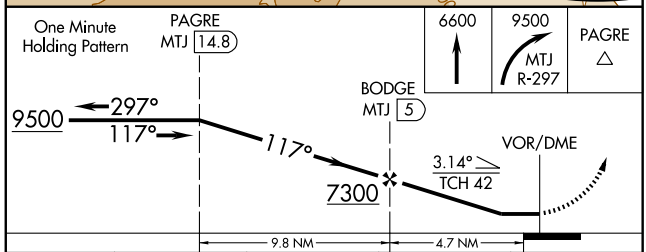
MONTROSE RGNL (MTJ)

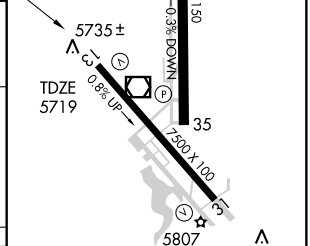
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 6600 then climbing right turn to 9500 via MTJ VOR/DME R-297 to PAGRE/14.8 DME and hold.

ASOS	DENVER CENTER	UNICOM
135.225	125.35 354.05	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	6140-1 421 (400-1)		6140-1¼ 421 (400-1¼)	
CIRCLING	6240-1 481 (500-1)	6300-1 541 (600-1)	6660-2¾ 901 (1000-2¾)	6700-3 941 (1000-3)

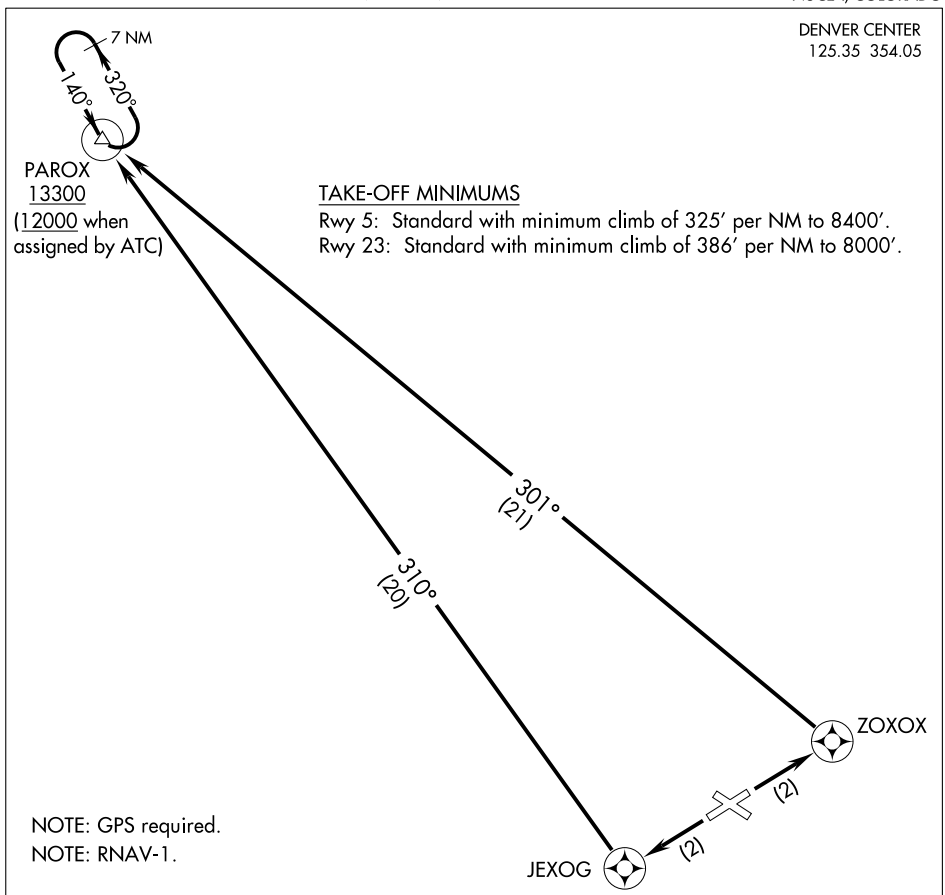
REIL Rwys 13, 31 and 35 L

HIRL Rwys 13-31 and 17-35 L

SW-1, 14 JAN 2010 to 11 FEB 2010

NUCLA ONE DEPARTURE (RNAV) (OBSTACLE)

DENVER CENTER
125.35 354.05



TAKE-OFF MINIMUMS

Rwy 5: Standard with minimum climb of 325′ per NM to 8400′.
Rwy 23: Standard with minimum climb of 386′ per NM to 8000′.

NOTE: GPS required.
NOTE: RNAV-1.

TAKE-OFF OBSTACLE NOTES

Rwy 5: Vehicle on road at DER, left and right of centerline, 15′ AGL/5962′ MSL.
Tree 202′ from DER, 309′ right of centerline, 20′ AGL/5979′ MSL.
Rwy 23: Tree 13′ from DER, 181′ right of centerline, 20′ AGL/5905′ MSL.
Vehicle on road 209′ from DER, left and right of centerline, 15′ AGL/ 5922′ MSL.
Tree 125′ from DER, 91′ left of centerline, 20′ AGL/ 5902′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb to 12000 direct ZOXOX and left turn via 301° track to PAROX, thence . . .

TAKE-OFF RUNWAY 23: Climb to 12000 direct JEXOG and right turn via 310° track to PAROX, thence . . .

. . . climb in PAROX holding pattern (hold NW, left turns, 140° inbound) to cross PAROX at or above 13300 (12000 when assigned by ATC) before proceeding enroute.

NUCLA, COLORADO

AL-9483 (FAA)

APP CRS	Rwy ldg	N/A
126°	TDZE	N/A
	Apt Elev	5940

RNAV (GPS)-A

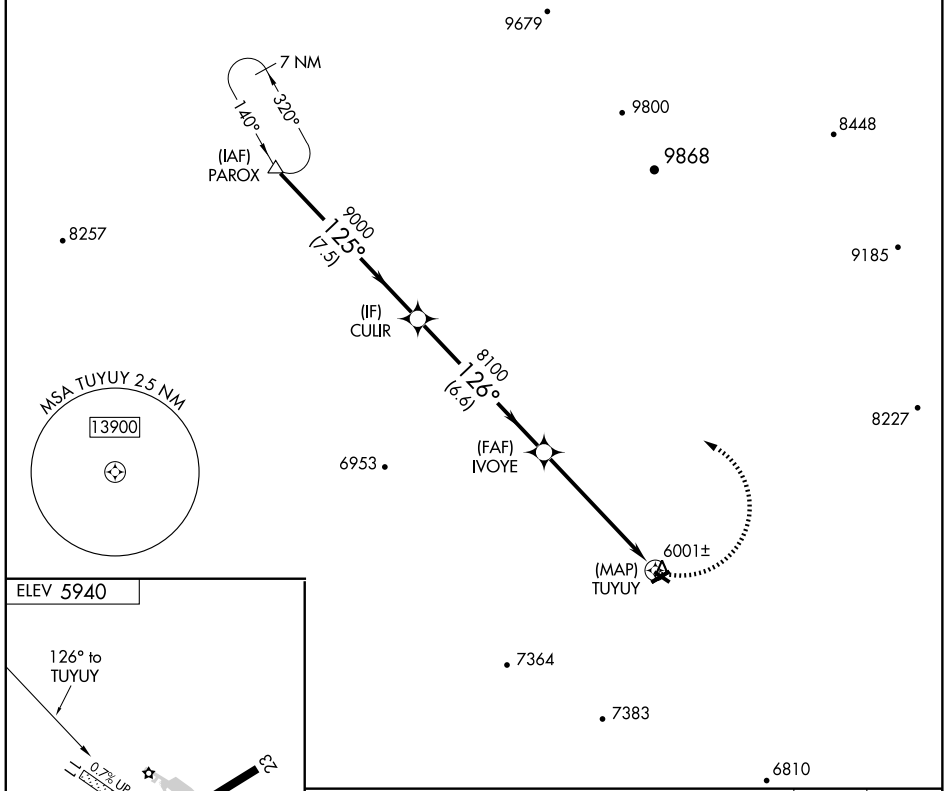
NUCLA/ HOPKINS FIELD (AIB)

DME/DME RNP- 0.3 NA.
If local altimeter setting not received, procedure NA.
Circling to Rwys 11/29 NA.

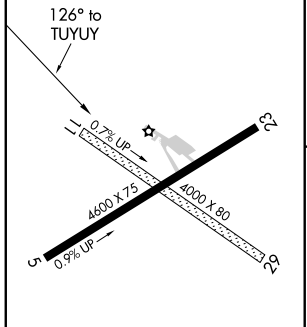
MISSED APPROACH: Climbing left turn to 12000 direct PAROX and hold, continue climb-in-hold to 12000.

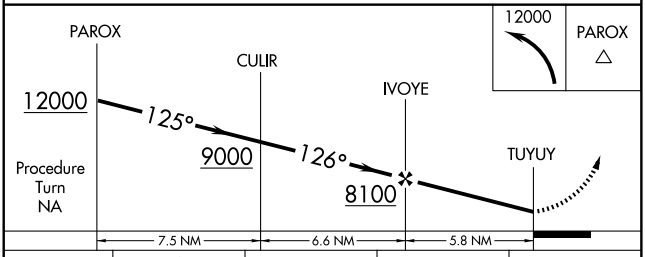
AWOS-3	DENVER CENTER	UNICOM
132.525	125.35 354.05	122.8 (CTAF)

NoPT for arrival at PAROX on V391 southbound.
All arrivals via V244 descend to 12000 in PAROX holding pattern before departing PAROX.



ELEV 5940





CATEGORY	A	B	C	D
CIRCLING	6600-1 660 (700-1)		6600-1¾ 660 (700-1¾)	NA

MIRL Rwy 5-23

SW-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	N/A
349°	TDZE	N/A
	Apt Elev	7664

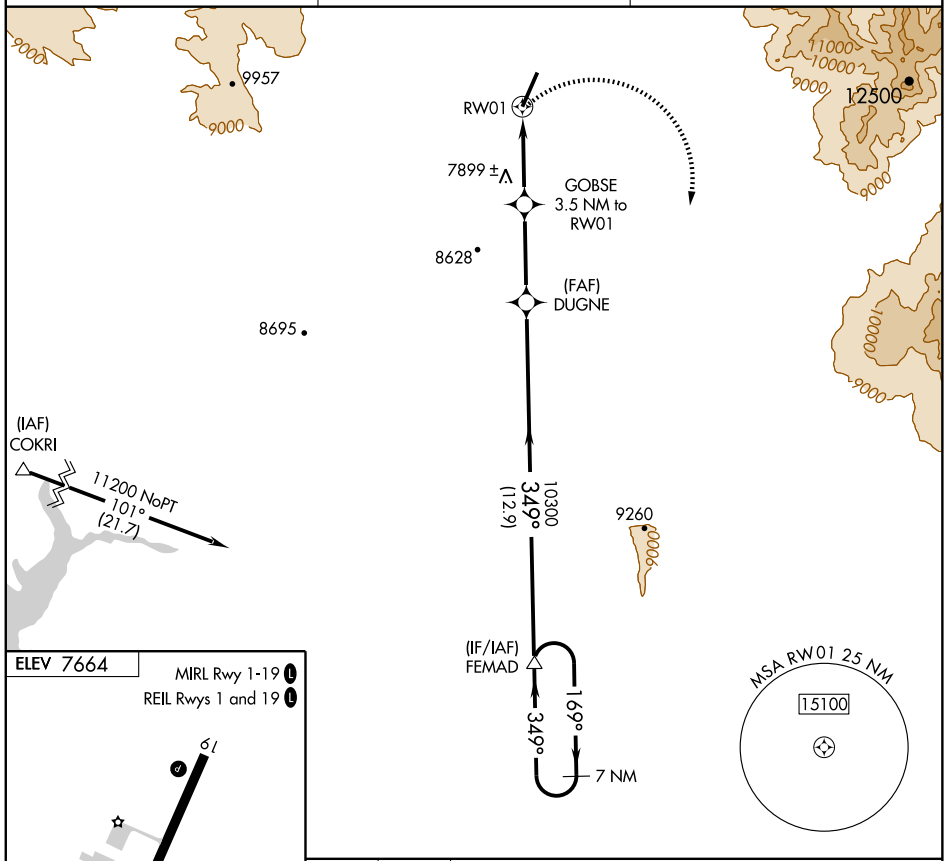
RNAV (GPS)-A

PAGOSA SPRINGS/ STEVENS FIELD (PSO)

Circling to Rwy 19 NA at night. DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Durango altimeter setting: increase all MDAs 220 feet and visibility Cat. A ¼ mile, Cat. B ½ mile, Cat. C 1 mile.

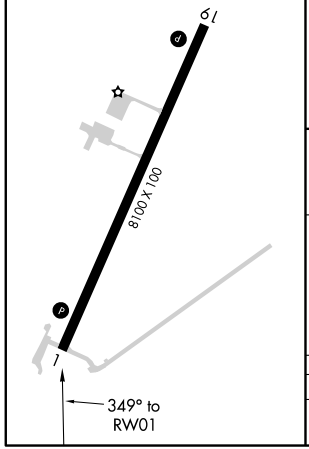
MISSED APPROACH: Climbing right turn to 11200 direct FEMAD and hold.

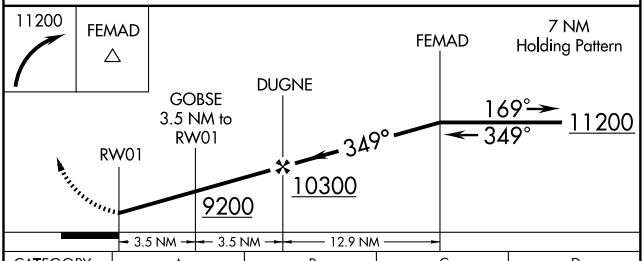
AWOS-3	DENVER CENTER	UNICOM
127.175	118.575 348.7	122.7 (CTAF) L



ELEV 7664

MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L





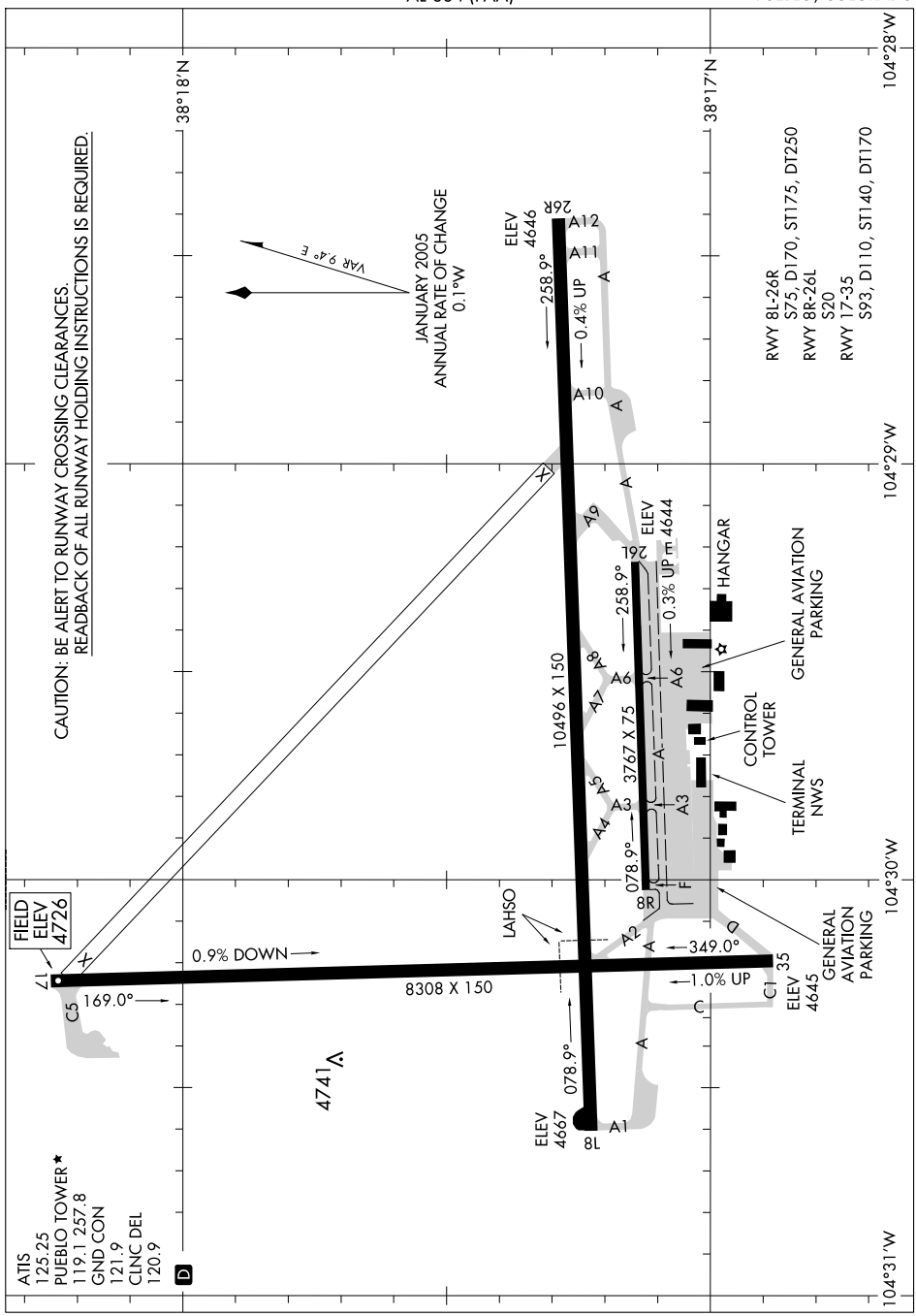
CATEGORY	A	B	C	D
CIRCLING	8400-1 736 (800-1)		8400-2 736 (800-2)	NA

SW-1, 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

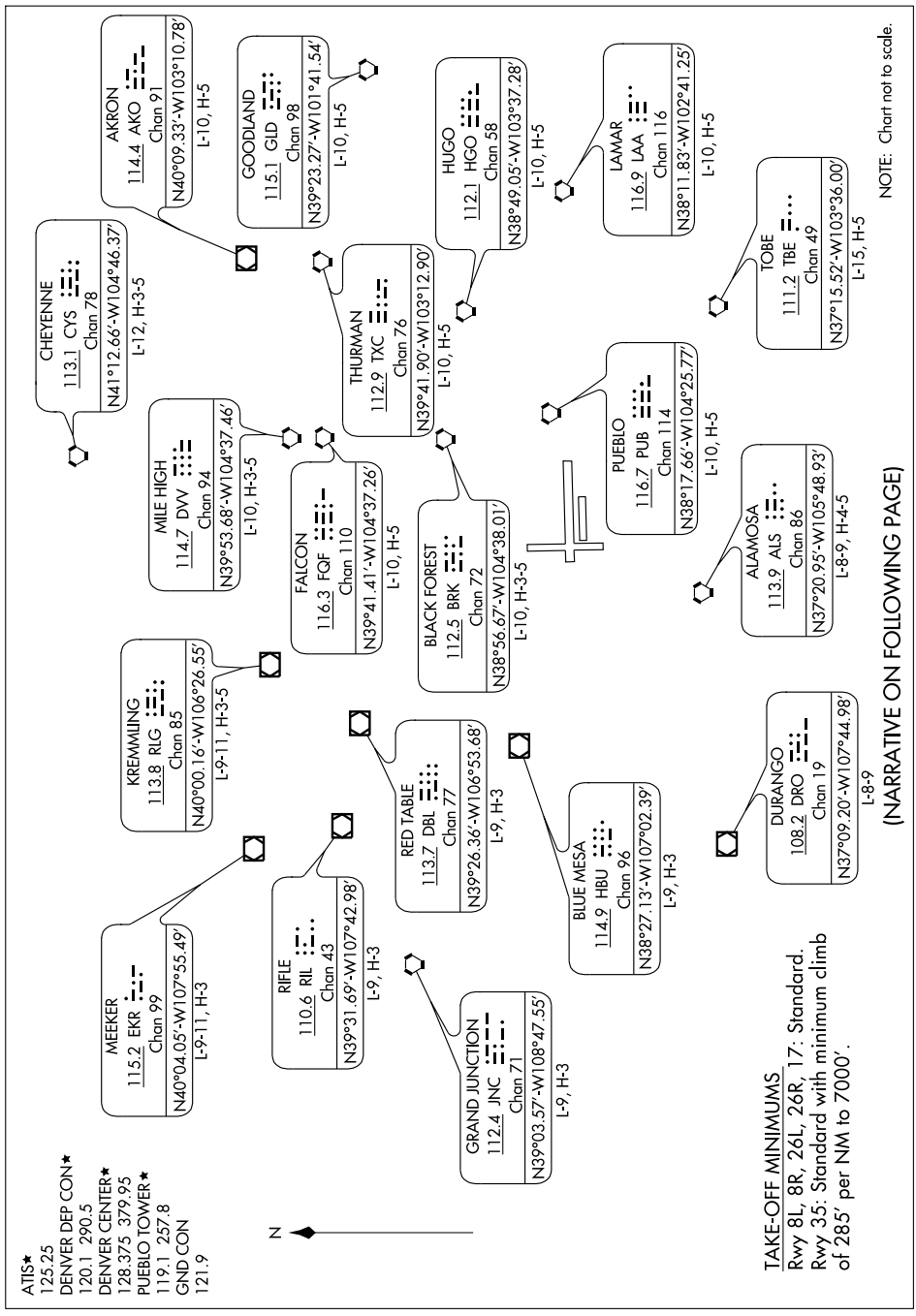
AL-334 (FAA)

PUEBLO MEMORIAL (PUB)
PUEBLO, COLORADO



SW-1, 14 JAN 2010 to 11 FEB 2010

CANYON ONE DEPARTURE SL-334 (FAA)



CANYON ONE DEPARTURE SL-334 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8L: Climb assigned heading between 020° and 100° to 7000′ or assigned ATC altitude. Thence. . . .

TAKE-OFF RUNWAY 8R: Climb assigned heading between 020° and 100° to 7000′ or assigned ATC altitude. Thence. . . .

TAKE-OFF RUNWAY 26L: Climb assigned heading between 240° and 280° to 7000′ or assigned ATC altitude. Thence. . . .

TAKE-OFF RUNWAY 26R: Climb assigned heading between 240° and 280° to 7000′ or assigned ATC altitude. Thence. . . .

TAKE-OFF RUNWAY 17: Climb assigned heading between 150° and 190° to 7000′ or assigned ATC altitude. Thence. . . .

TAKE-OFF RUNWAY 35: Climb assigned heading between 020° and 040° to 7000′ or assigned ATC altitude. Thence. . . .

. . . . Expect RADAR vectors to intercept filed/assigned route or enroute FIX/NAVAID. Maintain ATC assigned altitude. Expect filed altitude/flight level 10 minutes after departure.

LOST COMMUNICATIONS

If no transmissions are received within 1 minute after departure, maintain assigned heading until 7,000′ (Runway 26 departures will need to turn left direct PUB VORTAC due to antenna NW of departure end), then climb to filed altitude direct PUB VORTAC.

TAKE-OFF OBSTACLE NOTES

Runway 8L: Rising terrain 57′ from DER, 123′ left of centerline, up to 4649′ MSL.
Runway 8R: Rising terrain 180′ from DER, 58′ left of centerline, up to 4659′ MSL.
Runway 26L: Rising terrain 110′ from DER, 182′ right of centerline, up to 4659′ MSL, rising terrain 128′ from DER, 122′ left of centerline, up to 4659′ MSL.
Runway 26R: Rising terrain 208′ from DER, 446′ right of centerline, up to 4679′ MSL.
Runway 35: Rising terrain 2′ from DER, 7′ left of centerline, up to 4749′ MSL, rising terrain 196′ from DER, 11′ right of centerline up to 4793′ MSL, transmission poles 1.1 NM from DER, 703′ right of centerline, 46′ AGL/4925′ MSL, RADAR reflector 996′ from DER, on centerline, 4′ AGL/4757′ MSL.

SW-1, 14 JAN 2010 to 11 FEB 2010

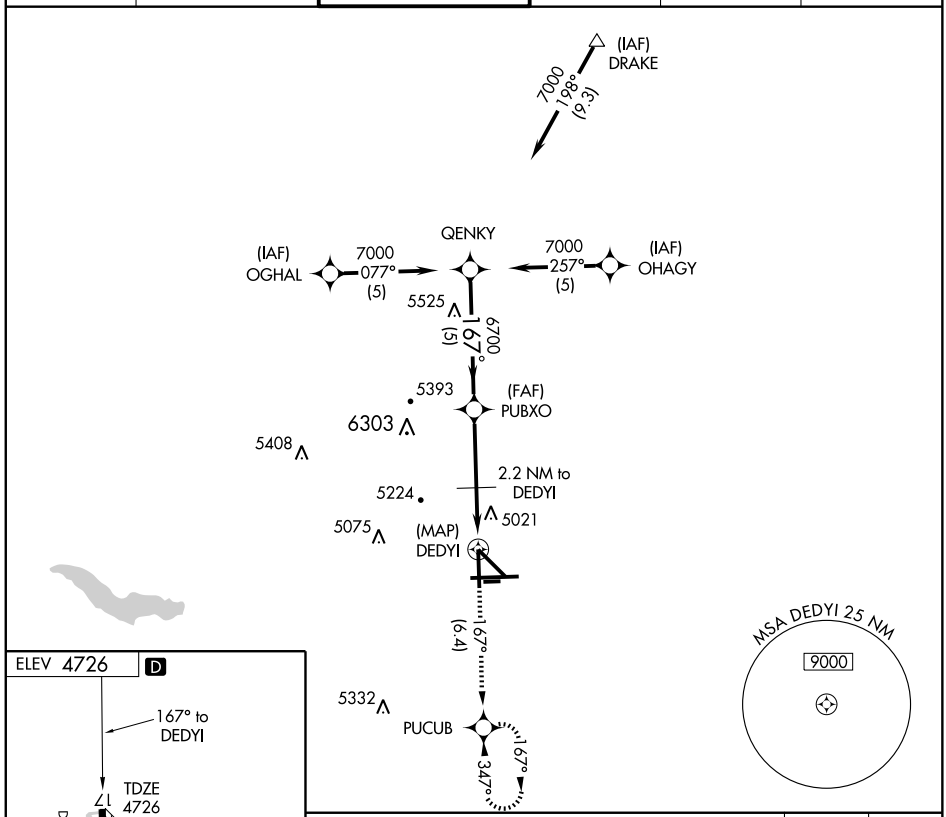
APP CRS	Rwy ldg	8308
167°	TDZE	4726
	Apt Elev	4726

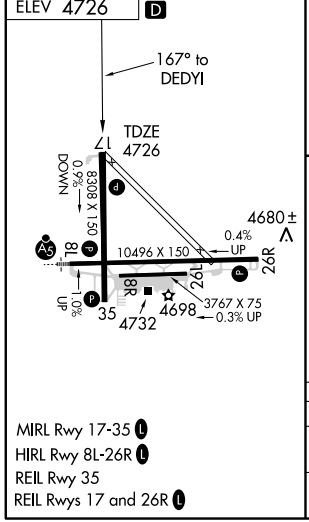
GPS RWY 17
PUEBLO MEMORIAL (PUB)

NA

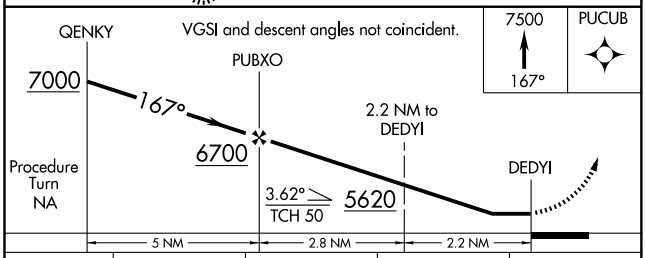
MISSED APPROACH: Climb to 7500 via 167° course to PUCUB WP and hold.

ATIS ★	DENVER APP CON ★	PUEBLO TOWER ★	GND CON	CLNC DEL	UNICOM
125.25	120.1 290.5	119.1 (CTAF) 257.8	121.9	120.9	122.95





MIRL Rwy 17-35 L
HIRL Rwy 8L-26R L
REIL Rwy 35
REIL Rwys 17 and 26R L



CATEGORY	A	B	C	D
S-17	5280-1	554 (600-1)	5280-1½ 554 (600-1½)	5280-1¾ 554 (600-1¾)
CIRCLING	5340-1	614 (700-1)	5340-1¾ 614 (700-1¾)	5380-2 654 (700-2)

SW-1, 14 JAN 2010 to 11 FEB 2010

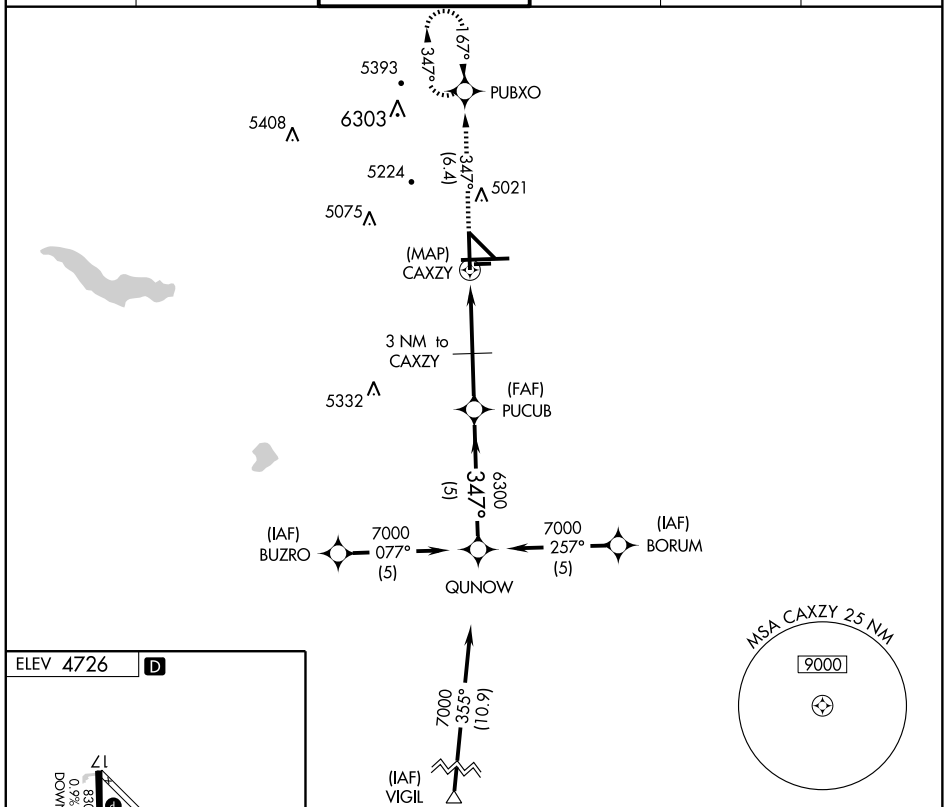
APP CRS	Rwy ldg	8308
347°	TDZE	4674
	Apt Elev	4726

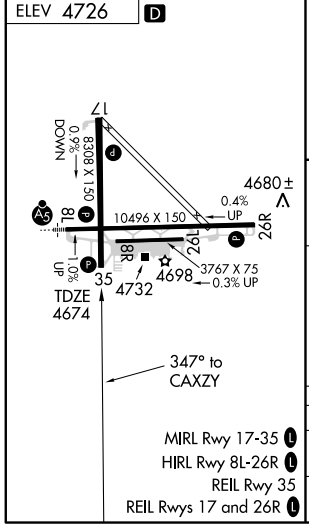
GPS RWY 35
PUEBLO MEMORIAL (PUB)

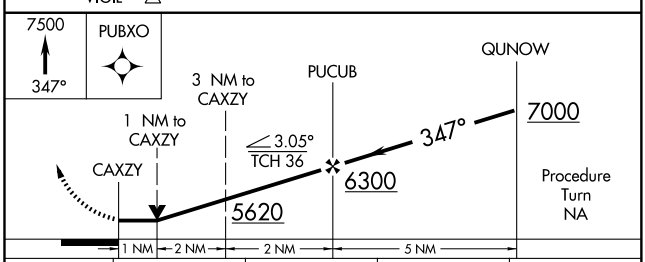
NA

MISSED APPROACH: Climb to 7500 via 347° course to PUBXO WP and hold.

ATIS ★	DENVER APP CON ★	PUEBLO TOWER ★	GND CON	CLNC DEL	UNICOM
125.25	120.1 290.5	119.1 (CTAF) 257.8	121.9	120.9	122.95







CATEGORY	A	B	C	D
S-35	5000-1 326 (300-1)			
CIRCLING	5340-1 614 (700-1)		5340-1¾ 614 (700-1¾)	5360-2 634 (700-2)

LOC I-PUB	APP CRS	Rwy ldg	10496
109.5	077°	TDZE	4668
		Apt Elev	4726

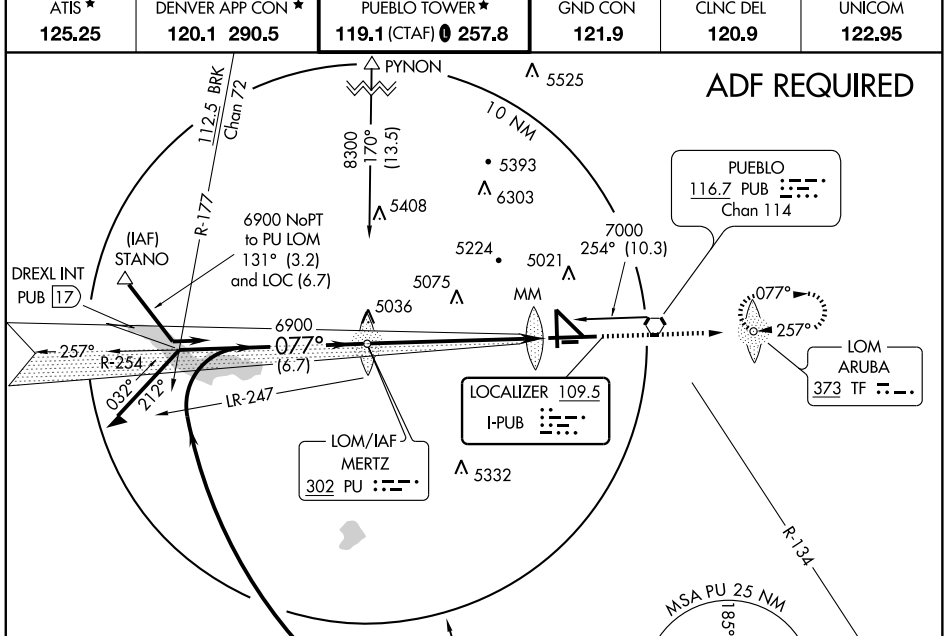
ILS or LOC RWY 8L
PUEBLO MEMORIAL (PUB)

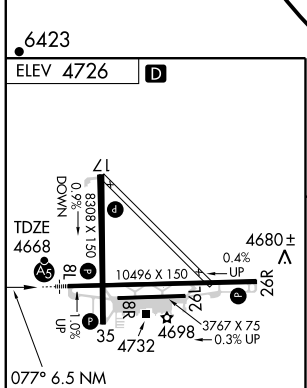
*Procedure turn not authorized for Cat. E aircraft.
Cat. E circling not authorized west of Rwy 17-35.
ILS glideslope unusable for coupled approaches below 4910 MSL.

MALSR

MISSED APPROACH: Climb to 7000 direct ARUBA LOM and hold.

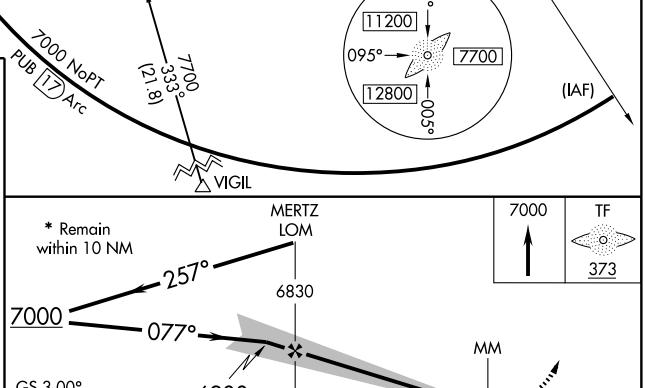
ATIS ★	DENVER APP CON ★	PUEBLO TOWER ★	GND CON	CLNC DEL	UNICOM
125.25	120.1 290.5	119.1 (CTAF) 257.8	121.9	120.9	122.95





MIRL Rwy 17-35
HIRL Rwy 8L-26R
REIL Rwy 35
REIL Rwys 17 and 26R

FAF to MAP 6.5 NM					
Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10



CATEGORY	A	B	C	D	E
S-ILS 8L	4868-½ 200 (200-½)				
S-LOC 8L	5260-½ 592 (600-½)		5260-1 592 (600-1)	5260-1¼ 592 (600-1¼)	5260-1½ 592 (600-1½)
CIRCLING	5340-1 614 (700-1)		5340-1¾ 614 (700-1¾)	5380-2 654 (700-2)	5660-3 934 (1000-3)

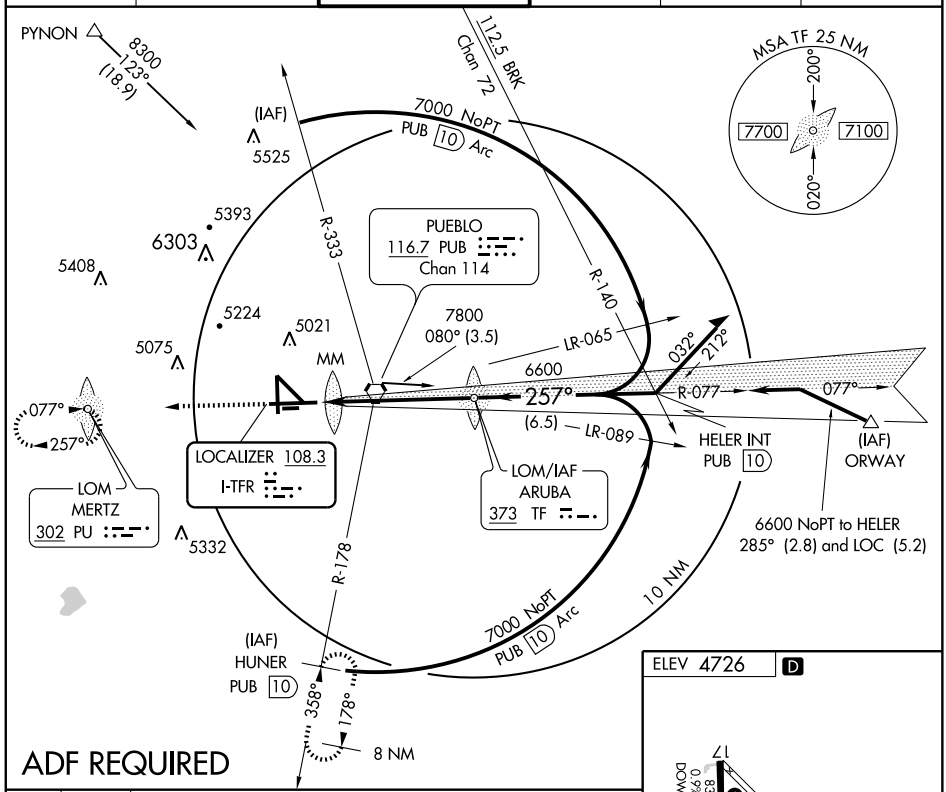
LOC I-TFR	APP CRS	Rwy ldg	10496
108.3	257°	TDZE	4656
		Apt Elev	4726

ILS or LOC RWY 26R
PUEBLO MEMORIAL (PUB)

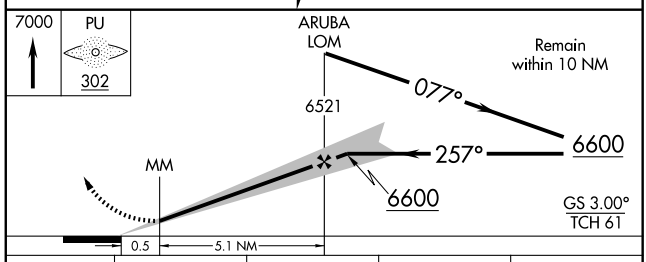
Procedure not authorized when Pueblo altimeter setting not available.

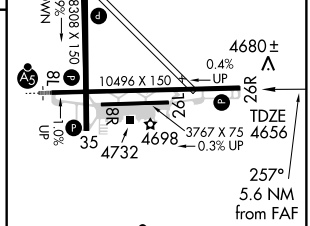
MISSED APPROACH: Climb to 7000 direct MERTZ LOM and hold. (TACAN aircraft climb to 5500 then climbing left turn to 8000 via PUB R-178 to HUNER 10 DME and hold south, right turns 358° inbound, 8 NM legs).

ATIS ★	DENVER APP CON ★	PUEBLO TOWER ★	GND CON	CLNC DEL	UNICOM
125.25	120.1 290.5	119.1 (CTAF) 257.8	121.9	120.9	122.95



ADF REQUIRED





MIRL Rwy 17-35 L
HIRL Rwy 8L-26R L
REIL Rwy 35
REIL Rwys 17 and 26R L

CATEGORY	A	B	C	D
S-ILS 26R	4856-¾ 200 (200-¾)			
S-LOC 26R	5060-1 404 (400-1)		5060-1¼ 404 (400-1¼)	
CIRCLING	5340-1 614 (700-1)		5340-1¾ 614 (700-1¾)	5380-2 654 (700-2)

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

SW-1, 14 JAN 2010 to 11 FEB 2010

WAAS CH 61011 W08A	APP CRS 077°	Rwy ldg 10496 TDZE 4668 Apt Elev 4726

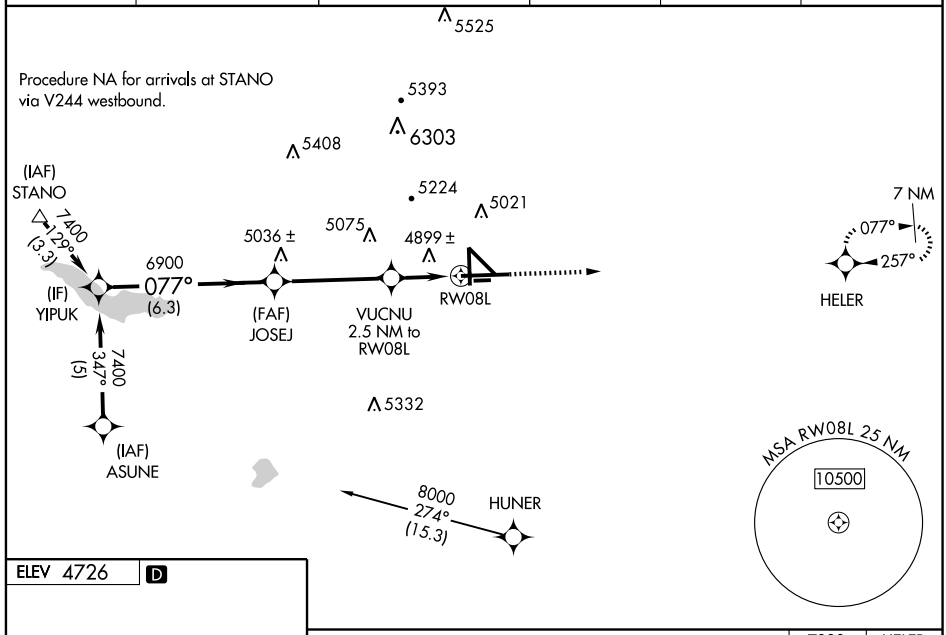
RNAV (GPS) RWY 8L
PUEBLO MEMORIAL (PUB)

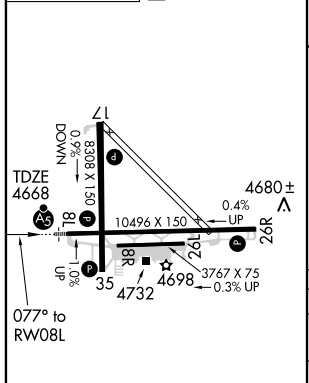
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 40°C (104°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use La Junta altimeter setting and increase all DA/MDA 200 feet and increase visibilities: LPV all Cats ½ mile, LNAV/VNAV all Cats ¾ mile, LNAV Cats C and D ¾ mile, and Circling Cat B ¼ mile and Cats C and D ¾ mile. When using La Junta altimeter setting, for inoperative MALSR increase LPV all Cats visibility ½ mile. Baro-VNAV and VDP NA when using La Junta altimeter setting.

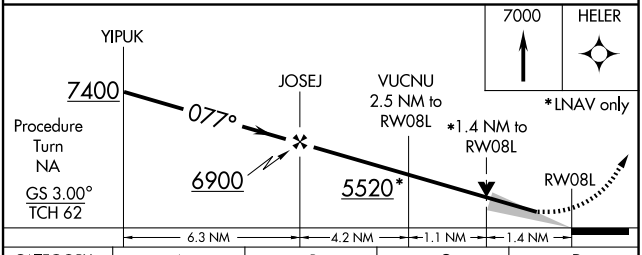
MALSR

MISSED APPROACH: Climb to 7000 direct HELER and hold.

ATIS ★	DENVER APP CON ★	PUEBLO TOWER ★	GND CON	CLNC DEL	UNICOM
125.25	120.1 290.5	119.1 (CTAF) L 257.8	121.9	120.9	122.95







CATEGORY	A	B	C	D
LPV DA	4918-½ 250 (300-½)			
LNAV/VNAV DA	5227-1½ 559 (600-1½)			
LNAV MDA	5160-½ 492 (500-½)		5160-¾ 492 (500-¾)	5160-1 492 (500-1)
CIRCLING	5340-1 614 (700-1)		5340-1¾ 614 (700-1¾)	5380-2 654 (700-2)

MIRL Rwy 17-35 L
HIRL Rwy 8L-26R L
REIL Rwy 35
REIL Rwys 17 and 26R L

SW-1, 14 JAN 2010 to 11 FEB 2010

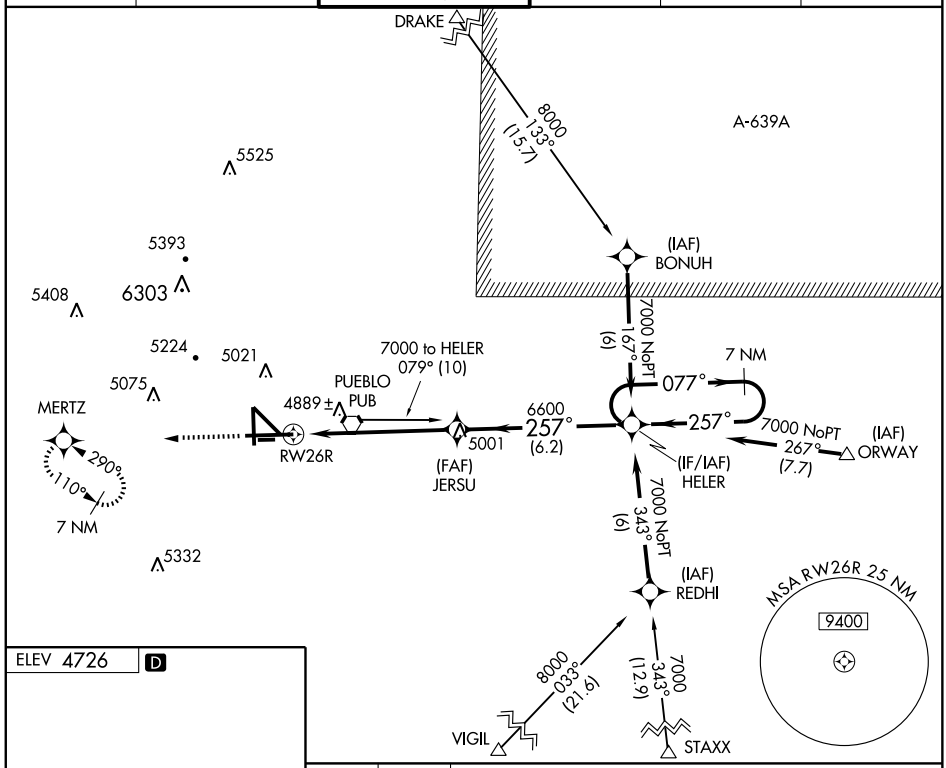
WAAS CH 45702 W26A	APP CRS 257°	Rwy ldg 10496 TDZE 4656 Apt Elev 4726

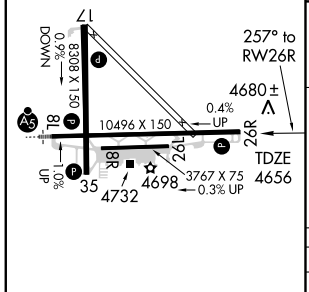
RNAV (GPS) RWY 26R
PUEBLO MEMORIAL (PUB)

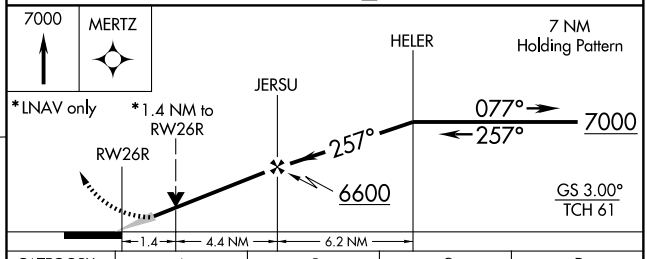
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use city of Colorado Springs Muni altimeter setting and increase all DAs 369 feet and MDAs 380 feet.
VDP NA when using city of Colorado Springs Muni altimeter setting.

MISSED APPROACH: Climb to 7000 direct MERTZ and hold.

ATIS ★	DENVER APP CON ★	PUEBLO TOWER ★	GND CON	CLNC DEL	UNICOM
125.25	120.1 290.5	119.1 (CTAF) L 257.8	121.9	120.9	122.95







CATEGORY	A	B	C	D
LPV DA	4856-¾ 200 (200-¾)			
LNAV MDA	5140-1 484 (500-1)		5140-1¼ 484 (500-1¼)	5140-1½ 484 (500-1½)
CIRCLING	5340-1 614 (700-1)		5340-1¾ 614 (700-1¾)	5380-2 654 (700-2)

MIRL Rwy 17-35 L
HIRL Rwy 8L-26R L
REIL Rwy 35
REIL Rwys 17 and 26R L

VORTAC PUB	APP CRS	Rwy ldg	10496
116.7	244°	TDZE	4656
Chan 114		Apt Elev	4726

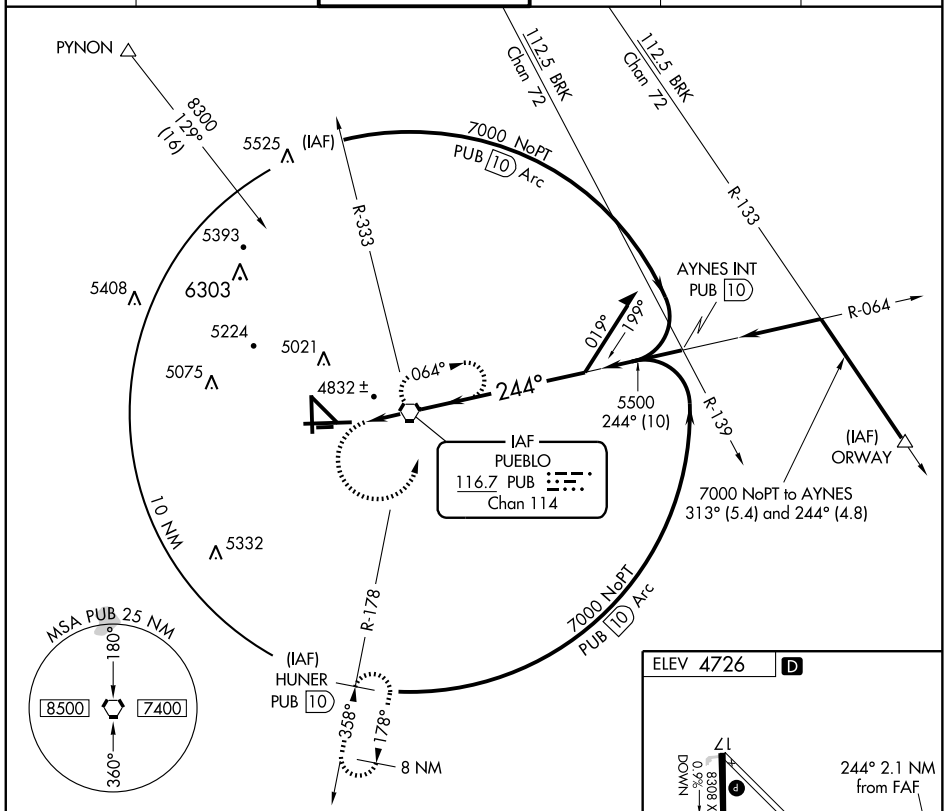
VOR or TACAN RWY 26R

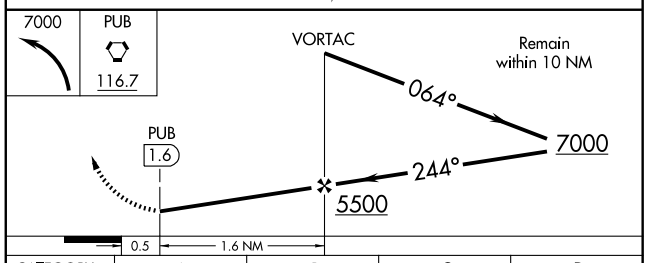
PUEBLO MEMORIAL (PUB)

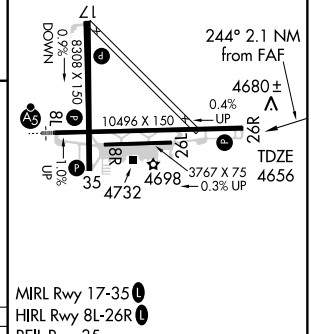
Procedure not authorized when Pueblo altimeter setting not available.

MISSED APPROACH: Climbing left turn to 7000 direct PUB VORTAC and hold. (TACAN aircraft climbing left turn to 8000 via PUB R-178 to HUNER 10 DME and hold south, right turns, 358° inbound, 8 NM legs.)

ATIS ★	DENVER APP CON ★	PUEBLO TOWER ★	GND CON	CLNC DEL	UNICOM
125.25	120.1 290.5	119.1 (CTAF) 257.8	121.9	120.9	122.95







MIRL Rwy 17-35 L
HIRL Rwy 8L-26R L
REIL Rwy 35
REIL Rwys 17 and 26R L

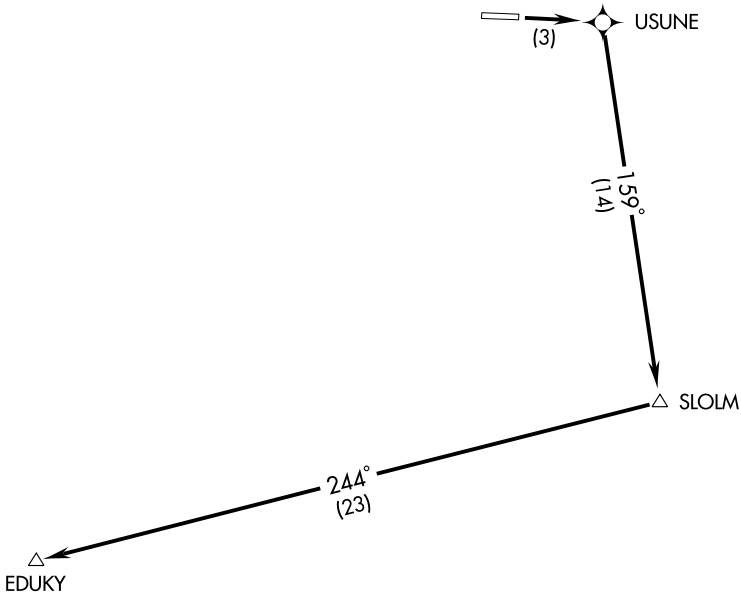
CATEGORY	A	B	C	D
S-26R	5100-1 444 (400-1)		5100-1¼ 444 (400-1¼)	5100-1½ 444 (400-1½)
CIRCLING	5340-1 614 (700-1)		5340-1¾ 614 (700-1¾)	5380-2 654 (700-2)

FAF to MAP 1.6 NM					
Knots	60	90	120	150	180
Min:Sec	1:36	1:04	0:48	0:38	0:32

SW-1, 14 JAN 2010 to 11 FEB 2010

EDUKY TWO DEPARTURE (RNAV)

DENVER CENTER
134.5 327.8



TAKE-OFF MINIMUMS

Rwy 26: NA- ATC.

Rwy 8: Standard with a minimum climb of 396′ per NM to 11100.

NOTE: GPS Required.

NOTE: RNAV 1

TAKE-OFF OBSTACLE NOTES

Rwy 8: Multiple transmission line towers beginning 1.2 NM from DER, 437′ right of centerline, up to 150′ AGL/6069′ MSL.
Numerous trees beginning 1.9 NM from DER, 647′ right of centerline, up to 100′ AGL/5983′ MSL.
Terrain beginning 124′ from DER, 287′ right of centerline, up to 5863′ MSL.
Pole, 1083′ from DER, 656′ right of centerline, 28′ AGL/5588′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb to 13000 direct USUNE, and via 159° track to SLOLM and via 244° track to EDUKY.

LOC/DME I-RIL 110.9 Chan 46	APP CRS 261°	Rwy ldg 7011 TDZE 5548 Apt Elev 5548

ILS RWY 26

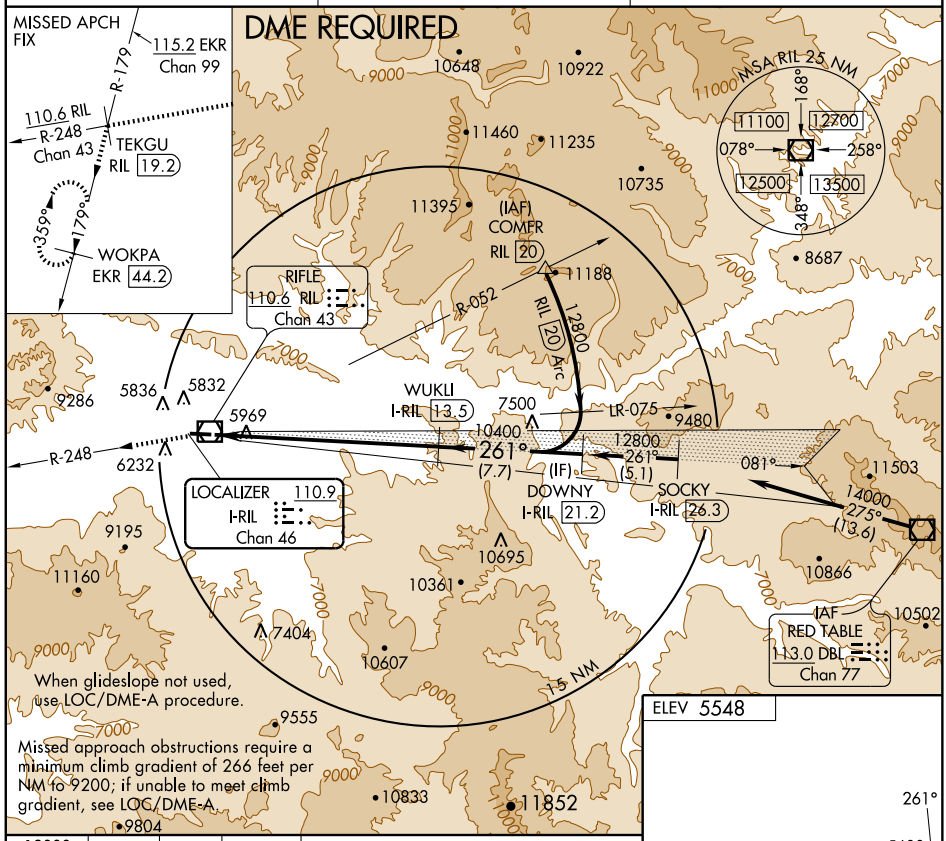
RIFLE/GARFIELD COUNTY RGNL (RIL)

Circling not authorized.
Use I-RIL DME when on localizer course.
Visibility reduction by helicopters NA.

ODALS

MISSED APPROACH: Climb to 13000 via RIL VOR/DME R-248 to TEKGU/RIL 19.2 DME and via EKR VOR/DME R-179 to WOKPA/EKR 44.2 DME and hold.

ASOS	DENVER CENTER	UNICOM
135.275	134.5 327.8	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-ILS 26	6800-4 1252 (1300-4)			NA

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

SW-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-RIL 110.9 Chan 46	APP CRS 261°	Rwy ldg N/A TDZE N/A Apt Elev 5548

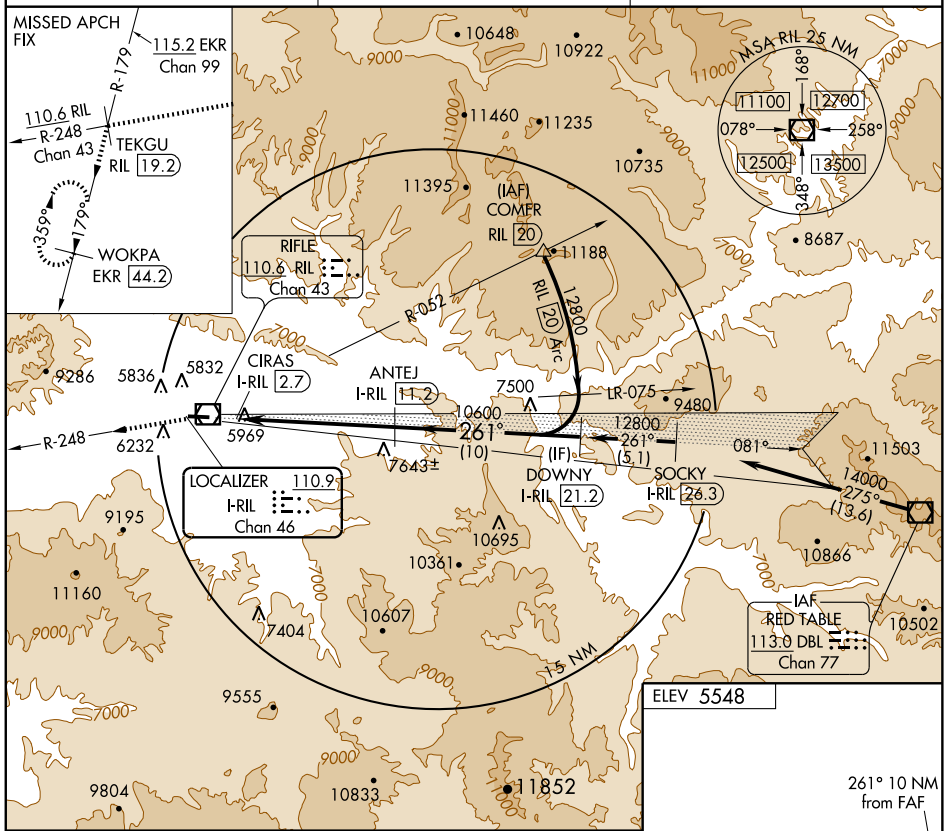
LOC/DME-A

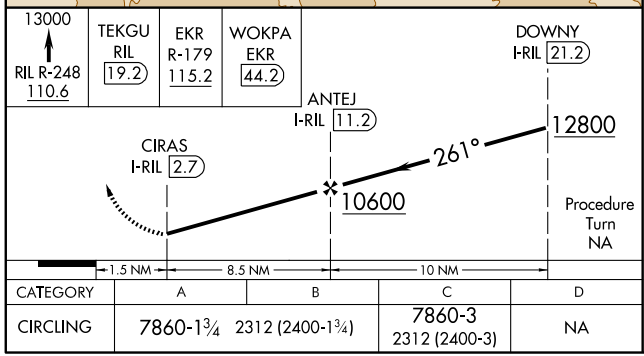
RIFLE/GARFIELD COUNTY RGNL (RIL)

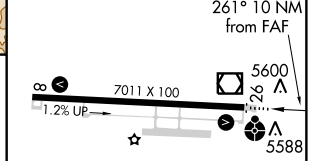
Circling not authorized at night south of Rwy 8-26.
Use I-RIL DME when on localizer course.

MISSED APPROACH: Climb to 13000 via RIL VOR/DME R-248 to TEKGU/RIL 19.2 DME and via EKR VOR/DME R-179 to WOKPA/EKR 44.2 DME and hold.

ASOS	DENVER CENTER	UNICOM
135.275	134.5 327.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	7860-1¾ 2312 (2400-1¾)		7860-3 2312 (2400-3)	NA

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

APP CRS	Rwy ldg	7011
261°	TDZE	5548
	Apt Elev	5548

RNAV (GPS) W RWY 26

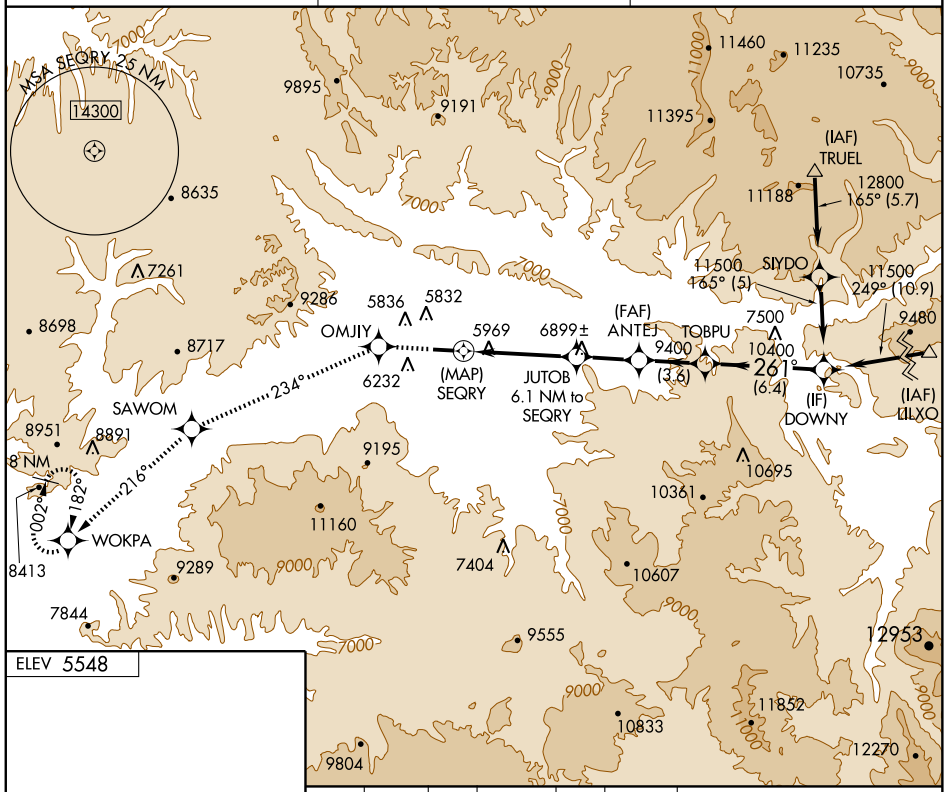
RIFLE/GARFIELD COUNTY RGNL (RIL)

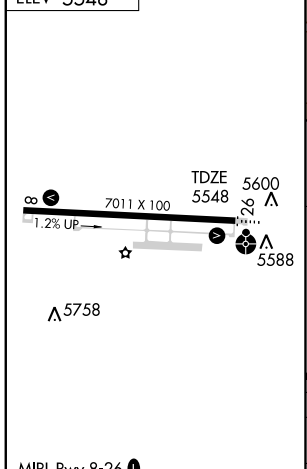
Circling not authorized at night south of Rwy 8-26.
Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA.

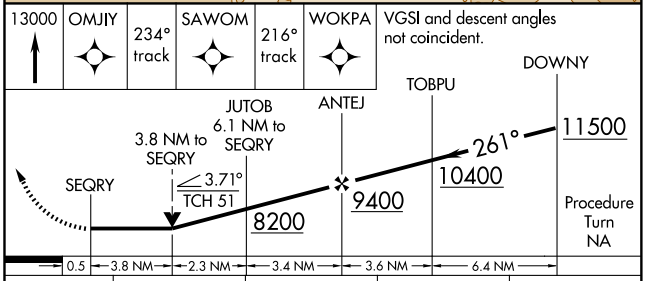
ODALS

MISSED APPROACH: Climb to 13000 direct OMJIY and via 234° track to SAWOM and via 216° track to WOKPA and hold.

ASOS	DENVER CENTER	UNICOM
135.275	134.5 327.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	7180-1¼ 1632 (1700-1¼)	7180-1½ 1632 (1700-1½)	7180-3 1632 (1700-3)	NA
CIRCLING	7180-1¼ 1632 (1700-1¼)	7180-1½ 1632 (1700-1½)	7180-3 1632 (1700-3)	NA

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

SW-1, 14 JAN 2010 to 11 FEB 2010

WAAS CH 93708 W26A	APP CRS 261°	Rwy ldg 7011 TDZE 5548 Apt Elev 5548

RNAV (GPS) X RWY 26

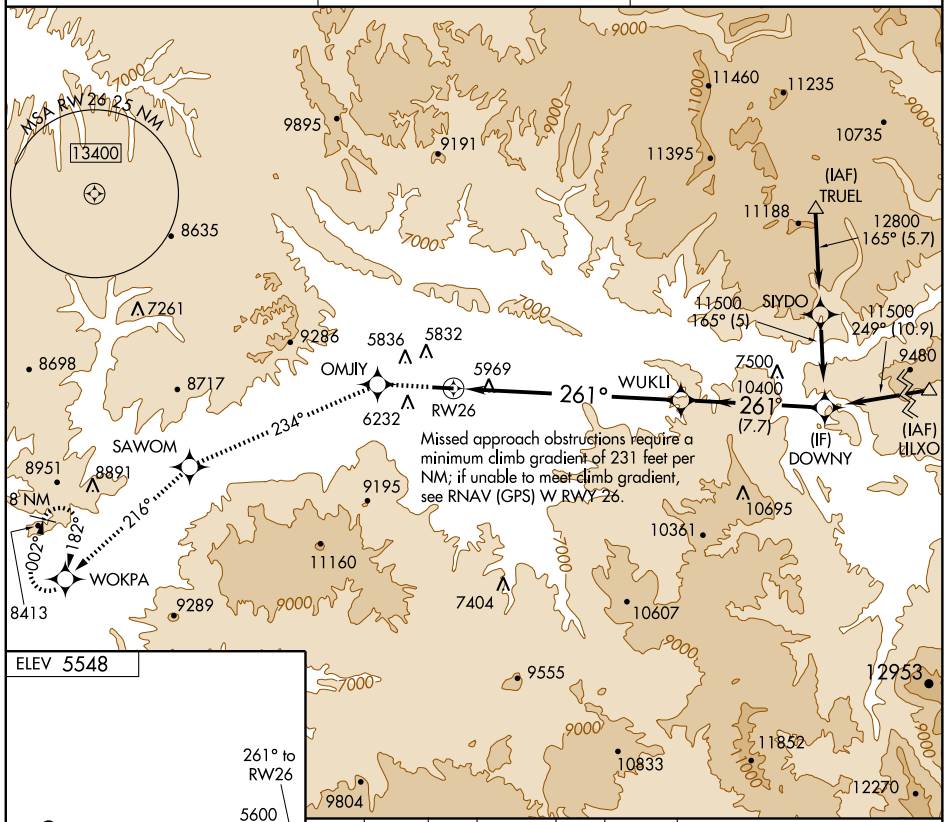
RIFLE/GARFIELD COUNTY RGNL (RIL)

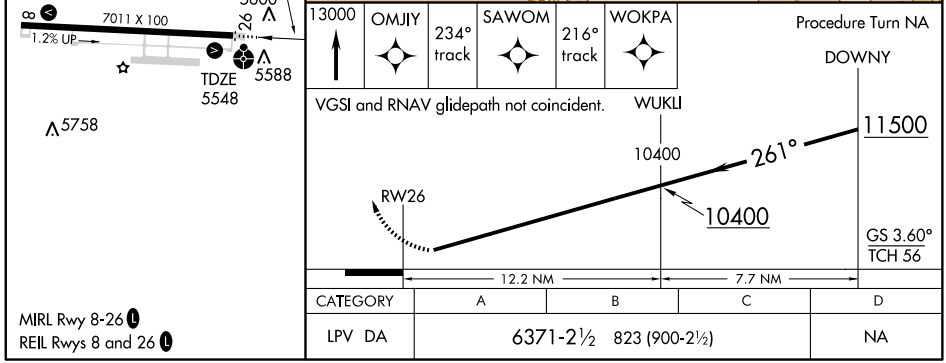
Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA.

ODALS

MISSED APPROACH: Climb to 13000 direct OMJIY and via 234° track to SAWOM and via 216° track to WOKPA and hold.

ASOS	DENVER CENTER	UNICOM
135.275	134.5 327.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	6371-2½ 823 (900-2½)			NA

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

APP CRS	Rwy ldg	7011
066°	TDZE	5498
	Apt Elev	5548

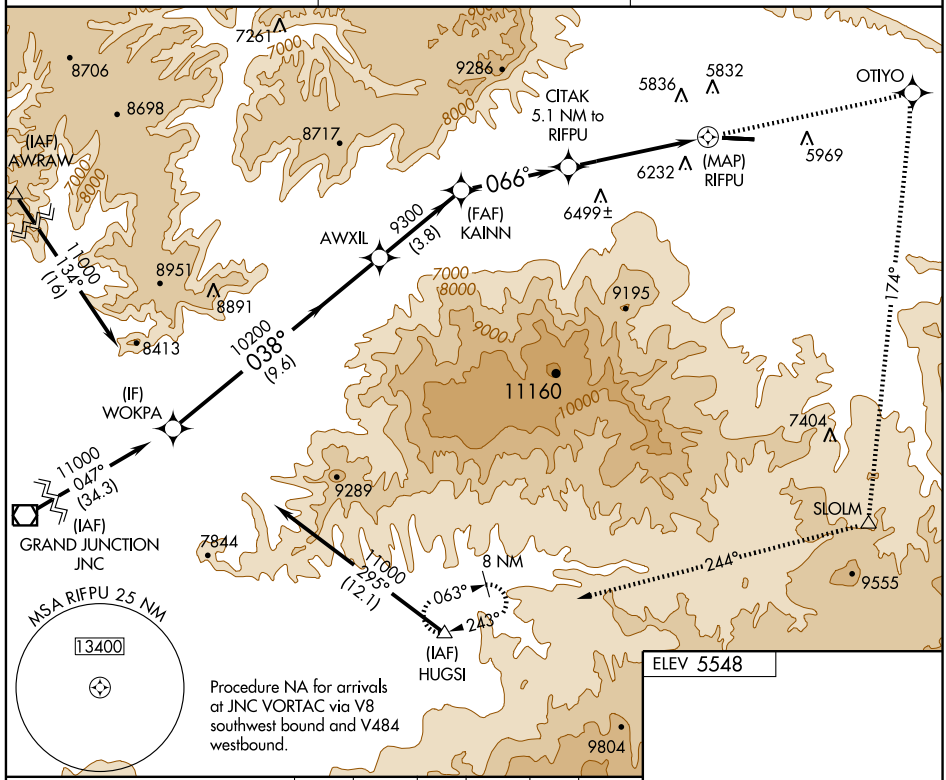
RNAV (GPS) Y RWY 8

RIFLE/GARFIELD COUNTY RGNL (RIL)

Circling not authorized at night south of Rwy 8-26.
Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 13000 direct OTIYO and via 174° track to SLOLM and via 244° track to HUGSI and hold.

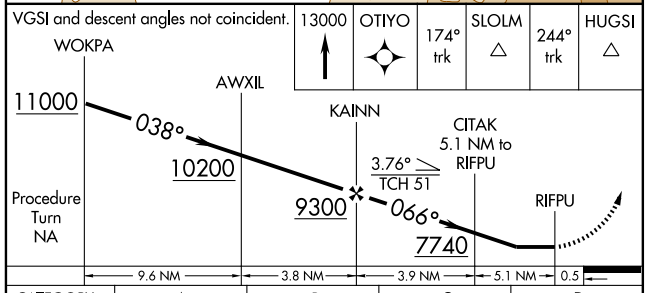
ASOS	DENVER CENTER	UNICOM
135.275	134.5 327.8	122.8 (CTAF) L

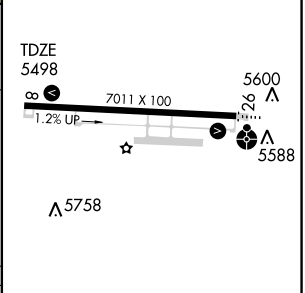


ELEV 5548

VGSI and descent angles not coincident.

13000	OTIYO	174° trk	SLOLM	244° trk	HUGSI





CATEGORY	A	B	C	D
LNAV MDA	7380-1¼ 1882 (1900-1¼)	7380-1½ 1882 (1900-1½)	7380-3 1882 (1900-3)	NA
CIRCLING	7380-1¼ 1832 (1900-1¼)	7380-1½ 1832 (1900-1½)	7380-3 1832 (1900-3)	NA

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

SW-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	7011
261°	TDZE	5548
	Apt Elev	5548

RNAV (RNP) Y RWY 26

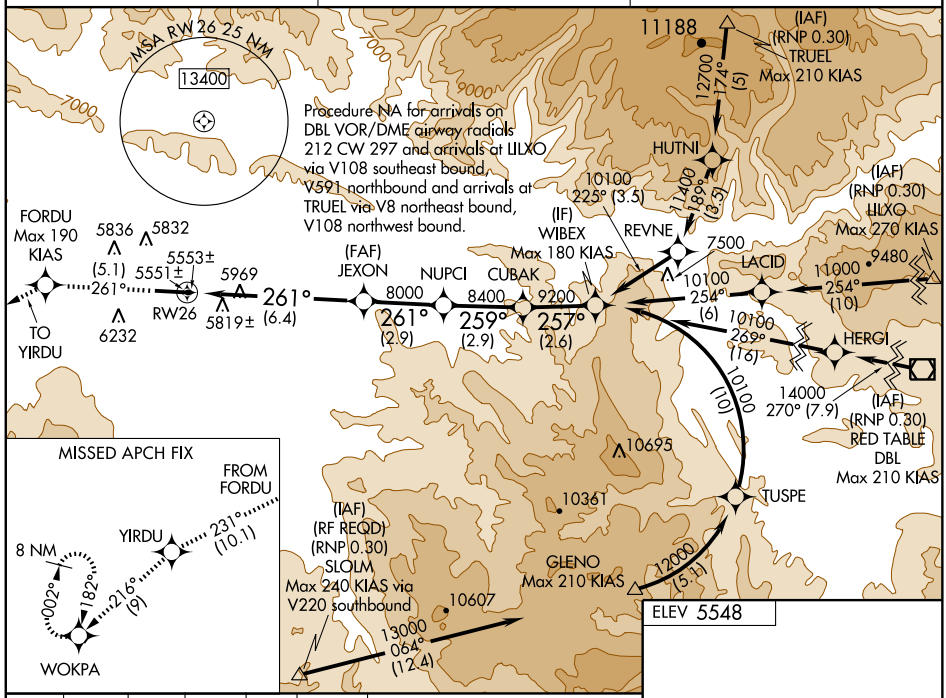
RIFLE/GARFIELD COUNTY RGNL (RIL)

GPS required. Visibility reduction by helicopters NA.
Procedure NA for aircraft with wingspan greater than 136 feet.
For uncompensated Baro-VNAV systems, procedure NA below -21°C (-6°F) or above 38°C (101°F).
*Missed approach requires minimum climb of 270 feet per NM to 7000. When VGSI inoperative, procedure NA at night.

ODALS

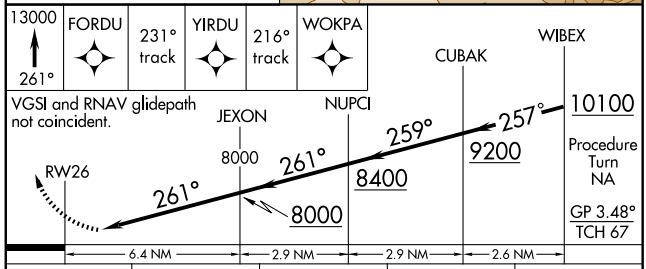
MISSED APPROACH: (Do not exceed 190 KIAS until FORDU) Climb to 13000 via 261° track to FORDU and via 231° track to YIRDU and via 216° track to WOKPA and hold, continue climb-in-hold to 13000.

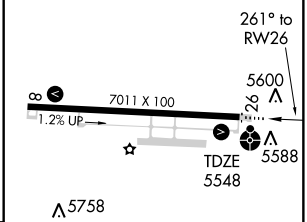
ASOS	DENVER CENTER	UNICOM
135.275	134.5 327.8	122.8 (CTAF) L



13000 261°	FORDU	231° track	YIRDU	216° track	WOKPA

VGSI and RNAV glidepath not coincident.





CATEGORY	A	B	C	D
RNP 0.30 DA*	6205-2 657 (700-2)			NA
RNP 0.30 DA	6333-2¼ 785 (800-2¼)			NA

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

SW-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	7011
081°	TDZE	5498
	Apt Elev	5548

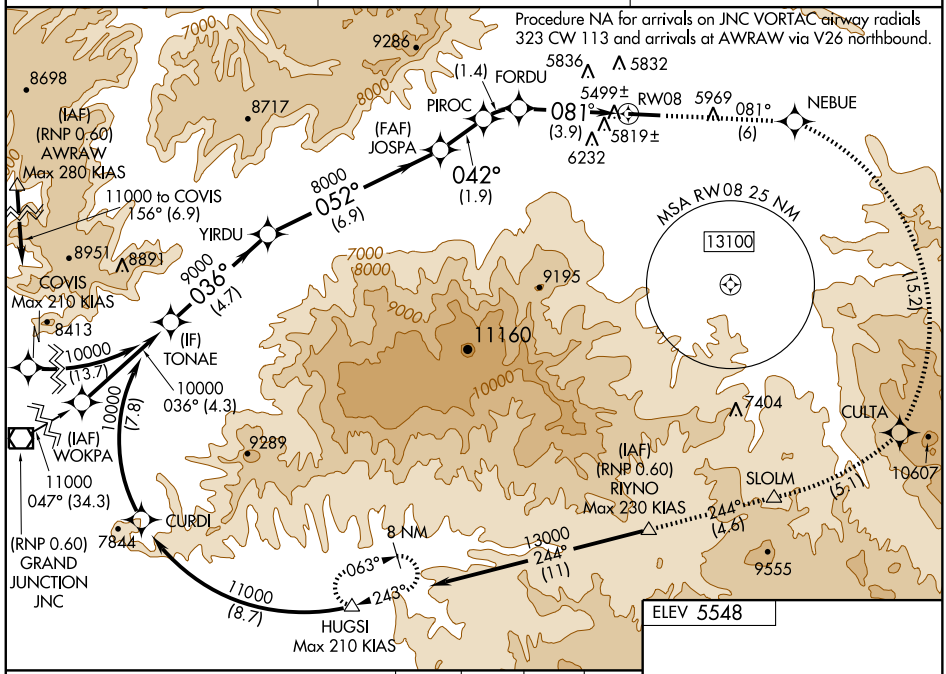
RNAV (RNP) Z RWY 8

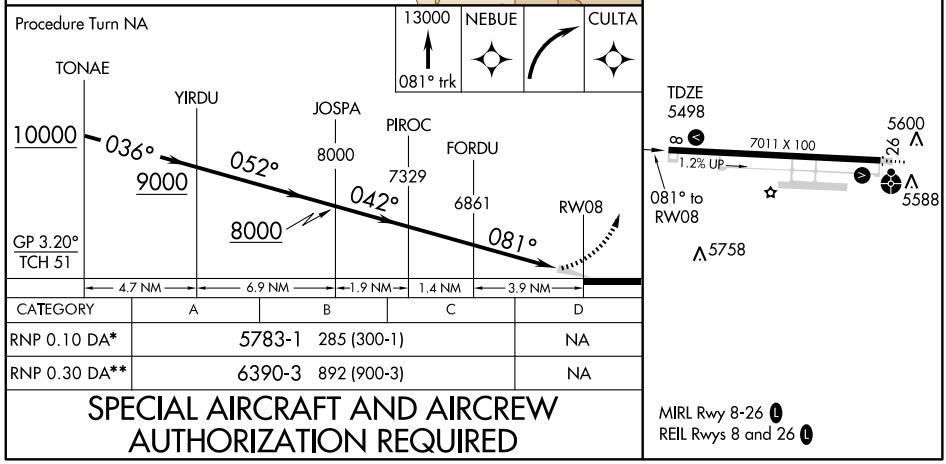
RIFLE/GARFIELD COUNTY RGNL (RIL)

Procedure NA for aircraft with wingspans greater than 136 feet.
For uncompensated Baro-VNAV systems, procedure NA below -21°C (-6°F) or above 54°C (130°F).
*Missed approach requires minimum climb of 425 feet per NM to 11000.
**Missed approach requires minimum climb of 425 feet per NM to 9700; if unable, see RNAV (GPS) Y RWY 8. RF and GPS required.

MISSED APPROACH: Climb to 13000 via 081° track to NEBUE and via right turn to CULTA and via right turn to SLOLM and via 244° track to RIYNO and via 244° track to HUGSI and hold.

ASOS	DENVER CENTER	UNICOM
135.275	134.5 327.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
RNP 0.10 DA*	5783-1	285 (300-1)		NA
RNP 0.30 DA**	6390-3	892 (900-3)		NA

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

SW-1, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	7011
261°	TDZE	5548
	Apt Elev	5548

RNAV (RNP) Z RWY 26

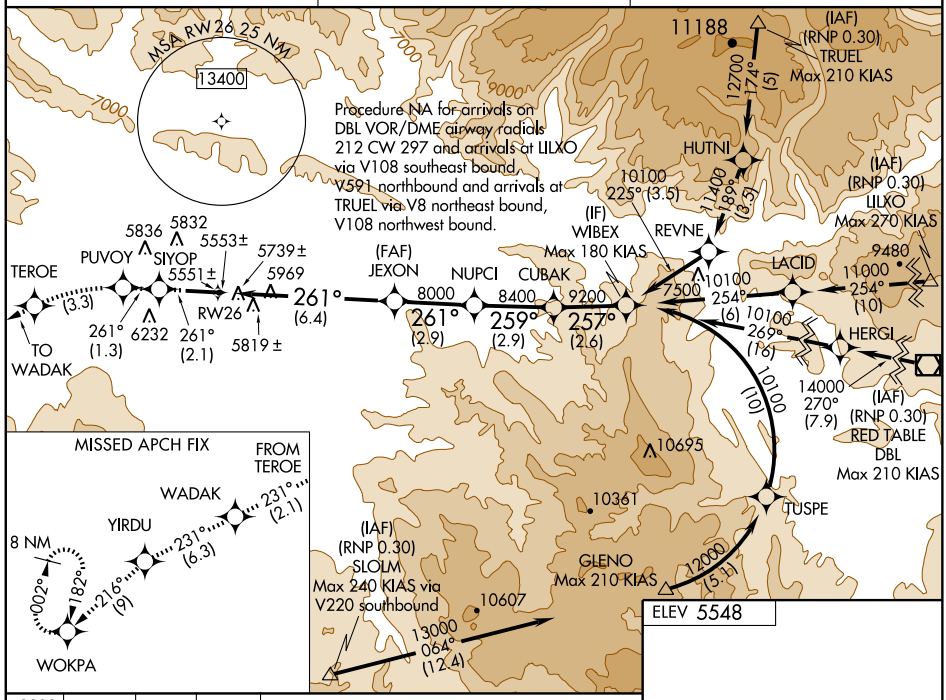
RIFLE/GARFIELD COUNTY RGNL (RIL)

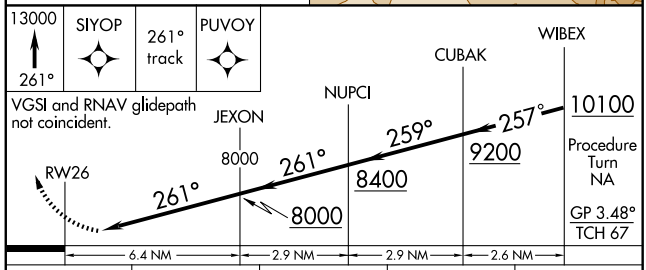
RF and GPS required. Visibility reduction by helicopters NA.
Procedure NA for aircraft with wingspan greater than 136 feet.
For uncompensated Baro-VNAV systems, procedure NA below -21°C (-6°F) or above 38°C (101°F). Missed approach requires RNP less than 1.0.
*Missed approach requires minimum climb of 425 feet per NM to 6500.
When VGSI inoperative, procedure NA at night.

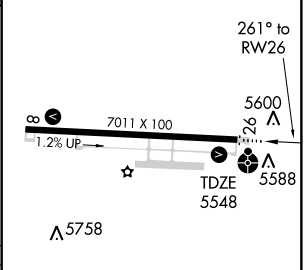
ODALS

MISSED APPROACH: Climb to 13000 via 261° track to SIYOP and via 261° track to PUVOY and via left turn to TEROE and via 231° track to WADAK and via 231° track to YIRDU and via 216° track to WOKPA and hold, continue climb-in-hold to 13000.

ASOS	DENVER CENTER	UNICOM
135.275	134.5 327.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
RNP 0.10 DA*	5990-1¼ 442 (500-1¼)			NA
RNP 0.30 DA	6193-2 645 (700-2)			NA

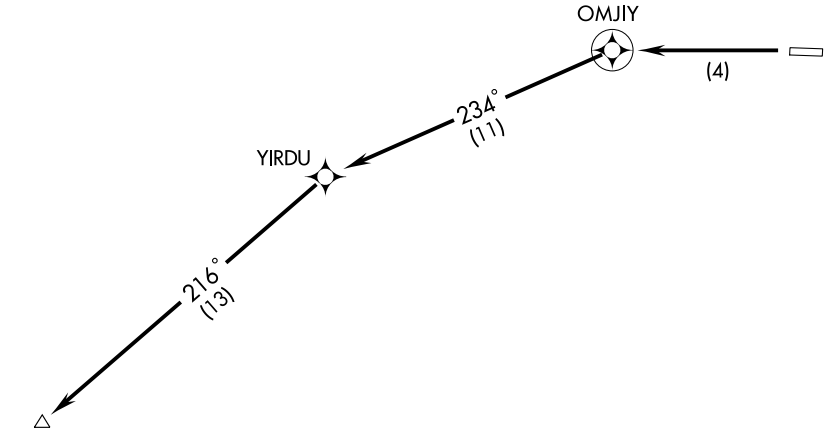
SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

SW-1, 14 JAN 2010 to 11 FEB 2010

SQUAT TWO DEPARTURE (RNAV) (OBSTACLE)

DENVER CENTER
134.5 327.8



TAKE-OFF MINIMUMS
Rwy 8: NA- ATC.
Rwy 26: Standard with minimum climb of 397′ per NM to 9700.

NOTE: GPS Required.
NOTE: RNAV 1

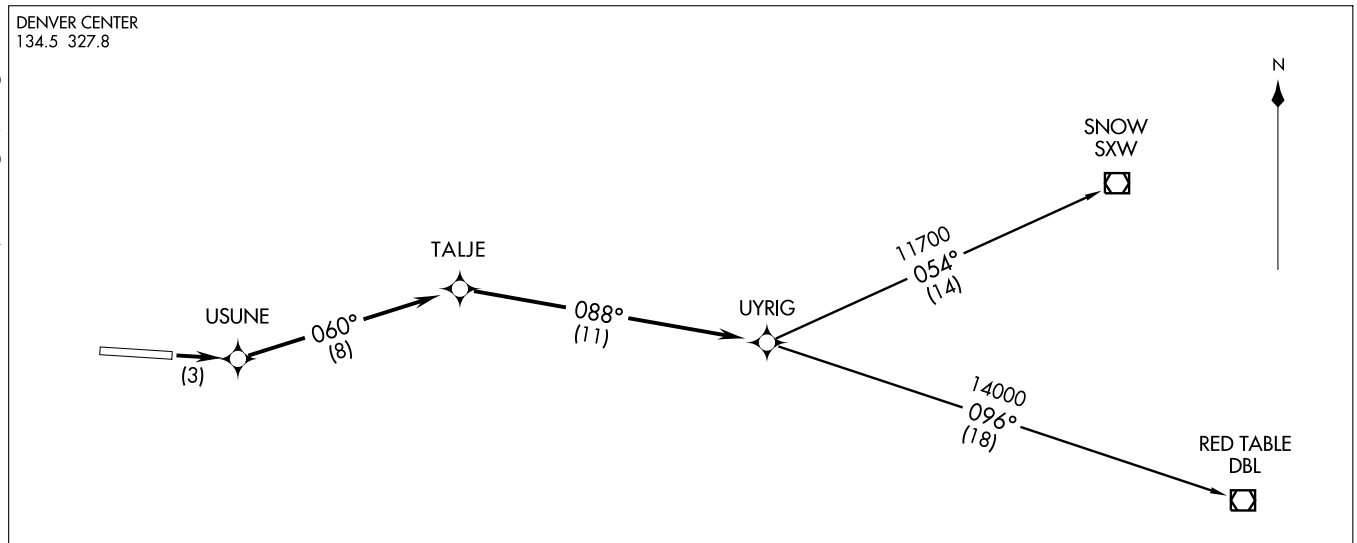
NOTE: Chart not to scale.

T

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 26: Climb to 10500 direct OMJIY, and via 234° track to YIRDU, and via 216° track to SQUAT.

UYRIG TWO DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb to 14000′ direct USUNE, and via track 060° to TALJE, and via track 088° to UYRIG. Thence....
....via transition or assigned route.

RED TABLE TRANSITION (UYRIG2.DBL)

SNOW TRANSITION (UYRIG2.SXW)

NOTE: RNAV 1.
NOTE: GPS Required.

TAKE-OFF MINIMUMS

RWY 26: NA - ATC.
RWY 8: Standard with minimum climb of 335′ per NM to 10000.

TAKE-OFF OBSTACLE NOTES

RWY 8: Transmission line towers beginning 1.2 NM from DER, 437′ right of centerline, up to 150′ AGL/6069′ MSL.
Trees beginning 1.9 NM from DER, 647′ right of centerline, up to 100′ AGL/5983′ MSL.
Terrain beginning 124′ from DER, 287′ right of centerline, up to 5863′ MSL.
Pole 1083′ from DER, 656′ right of centerline, 28′ AGL/5588′ MSL.
Windsock 67′ from DER, 263′ right of centerline, 14′ AGL/5563′ MSL.

NOTE: Chart not to scale.

VOR/DME RIL 110.6 Chan 43	APP CRS 128°	Rwy ldg N/A TDZE N/A Apt Elev 5548

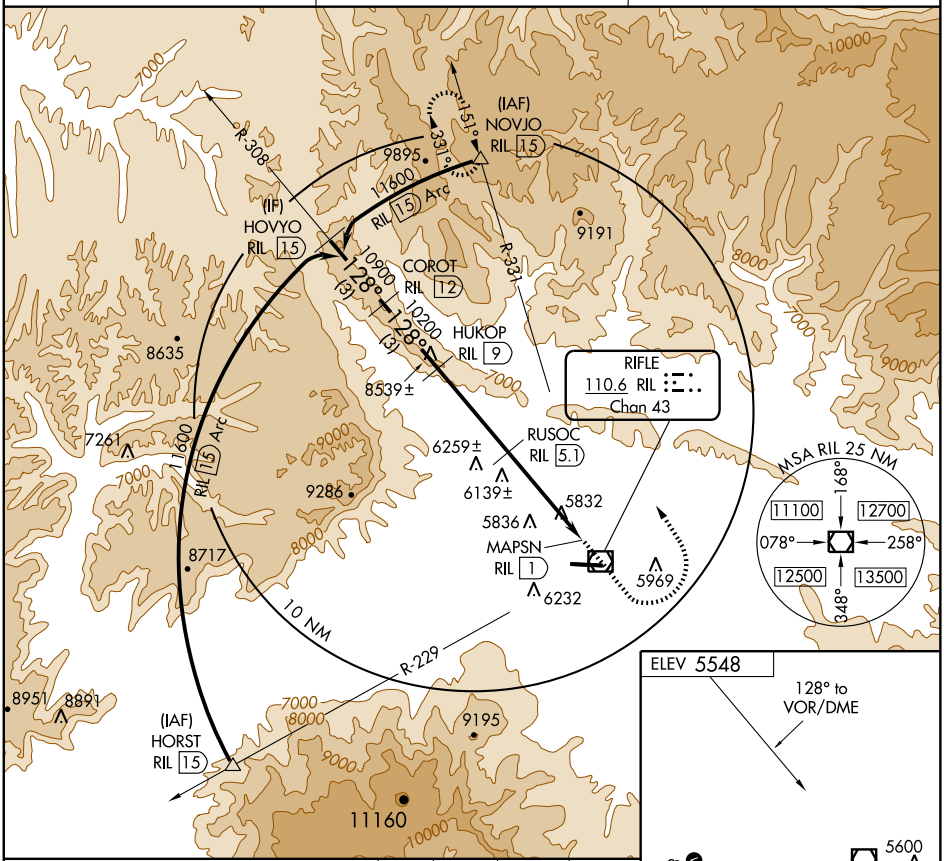
VOR/DME-C

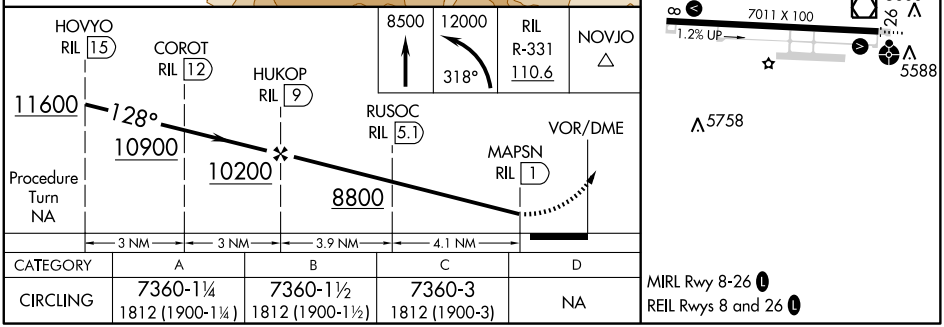
RIFLE/GARFIELD COUNTY RGNL (RIL)

Circling NA south of Rwy 8-26 at night.

MISSED APPROACH: Climb to 8500, then climbing left turn to 12000 via heading 318° and RIL R-331 to NOVJO/15 DME and hold, continue climb-in-hold to 12000.

ASOS	DENVER CENTER	UNICOM
135.275	134.5 327.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	7360-1¼ 1812 (1900-1¼)	7360-1½ 1812 (1900-1½)	7360-3 1812 (1900-3)	NA

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

SW-1, 14 JAN 2010 to 11 FEB 2010

SALIDA, COLORADO

AL-10345 (FAA)

APP CRS	Rwy ldg	N/A
288°	TDZE	N/A
	Apt Elev	7523

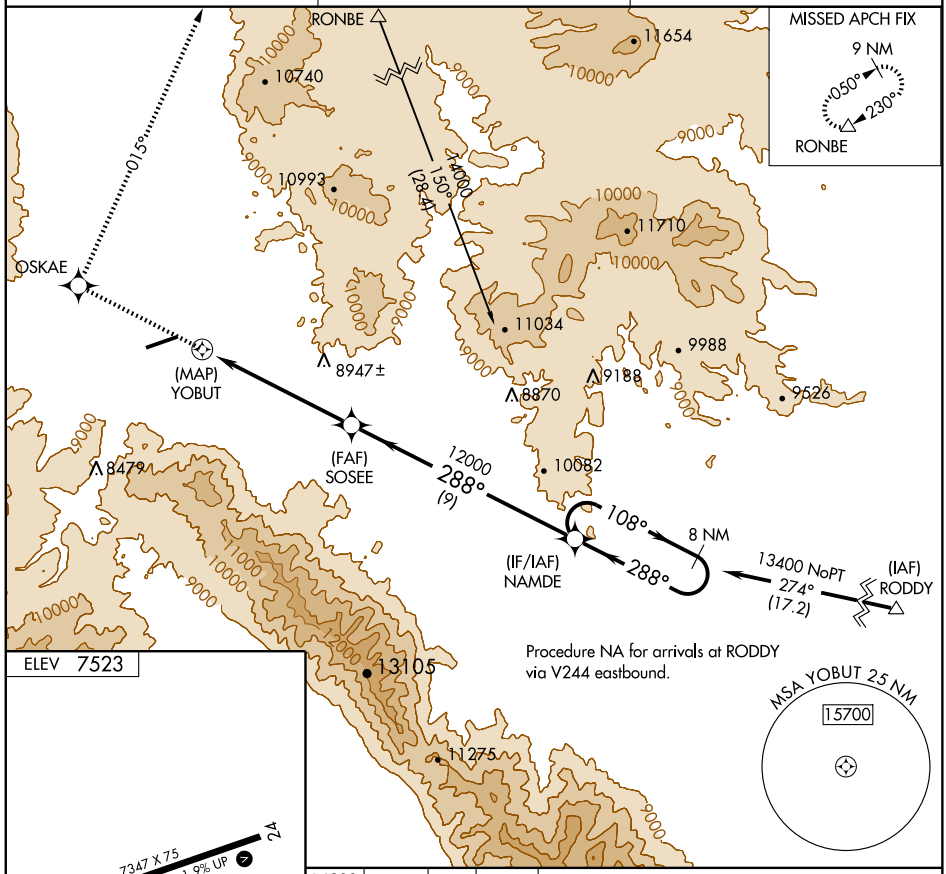
RNAV (GPS)-A

SALIDA/HARRIET ALEXANDER FIELD (ANK)

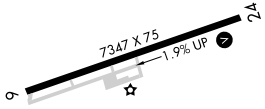
DME/DME RNP-0.3 NA.
Circling to Rwy 6 NA at night.
When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 16200 direct OSKAE and via 015° track to RONBE and hold, continue climb-in-hold to 16200.

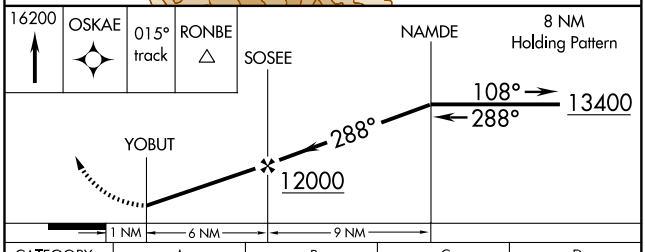
AWOS-3	DENVER CENTER	UNICOM
133.85	128.375 379.95	122.7 (CTAF) L



ELEV 7523



MIRL Rwy 6-24 L



CATEGORY	A	B	C	D
CIRCLING	9720-1¼ 2197 (2200-1¼)	9720-1½ 2197 (2200-1½)	NA	

SW-1, 14 JAN 2010 to 11 FEB 2010

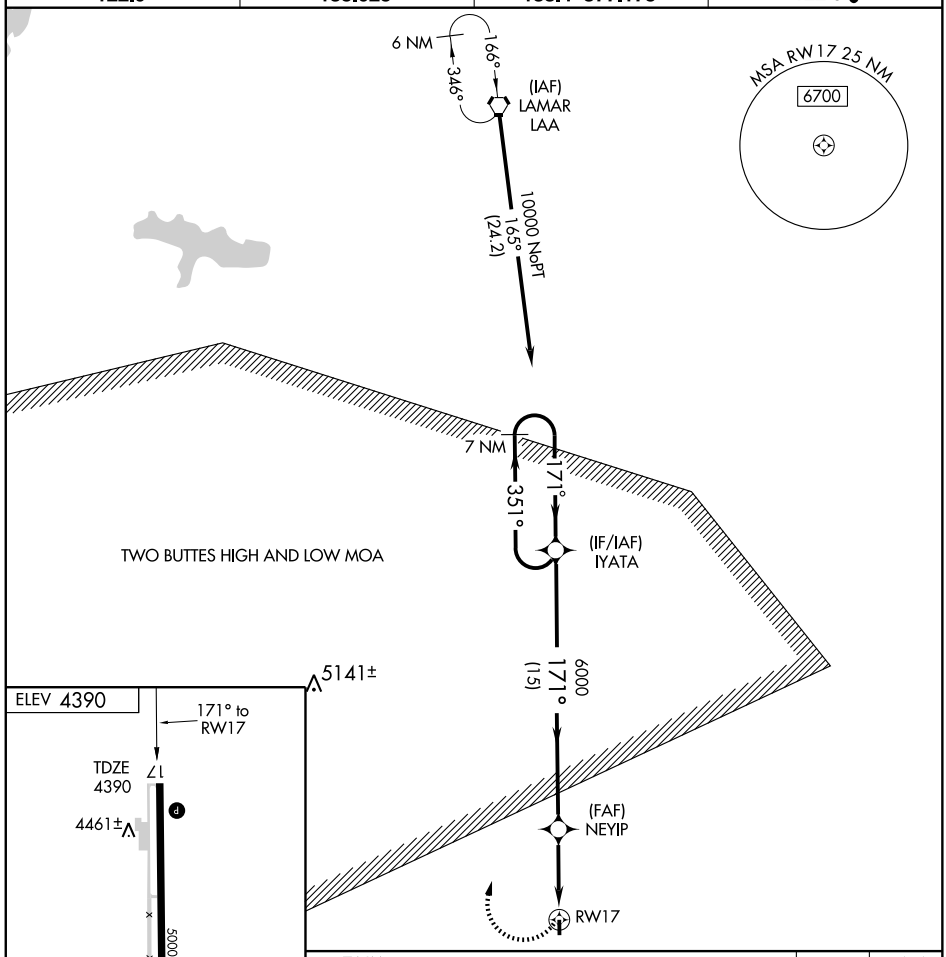
APP CRS	Rwy ldg	
171°	TDZE	4390
	Apt Elev	4390

RNAV (GPS) RWY 17
SPRINGFIELD MUNI (8V7)

Use Lamar altimeter setting, if not received use La Junta altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 10000 direct IYATA and hold, continue climb-in-hold to 10000.

AWOS-3	LAMAR MUNI ASOS	DENVER CENTER	CTAF
122.9	135.625	133.4 377.175	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	4960-1 570 (600-1)		NA	
CIRCLING	5020-1 630 (700-1)		NA	

APP CRS	Rwy ldg	N/A
323°	TDZE	N/A
	Apt Elev	6882

RNAV (GPS)-E

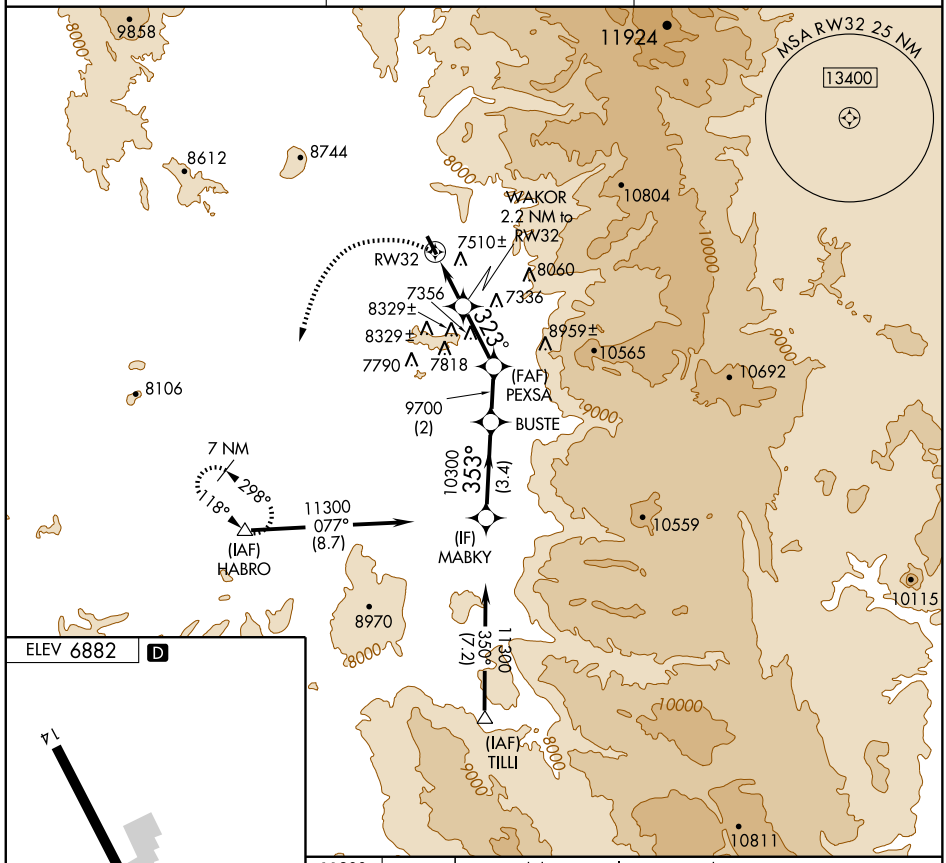
STEAMBOAT SPRINGS/BOB ADAMS FIELD (SBS)

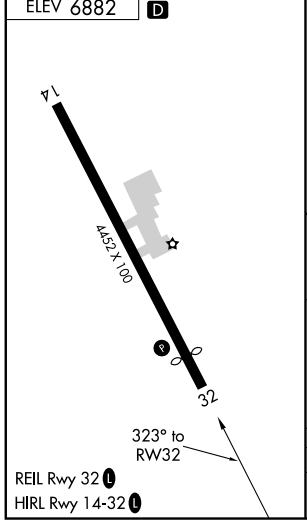
T
A NA

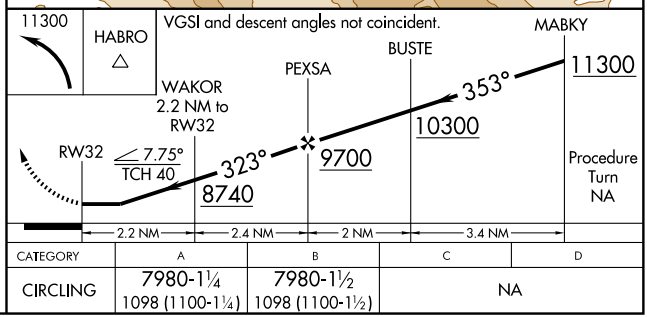
Circling NA northeast of Rwy 14-32.
DME/DME RNP- 0.3 NA.
When local altimeter setting not received, use Yampa Valley altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climbing left turn to 11300 direct HABRO and hold, continue climb-in-hold to 11300.

AWOS-3	DENVER CENTER	UNICOM
118.325	120.475 235.975	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	7980-1¼ 1098 (1100-1¼)	7980-1½ 1098 (1100-1½)	NA	

VOR/DME BQZ 112.2 Chan 59	APP CRS 352°	Rwy ldg N/A TDZE N/A Apt Elev 6878

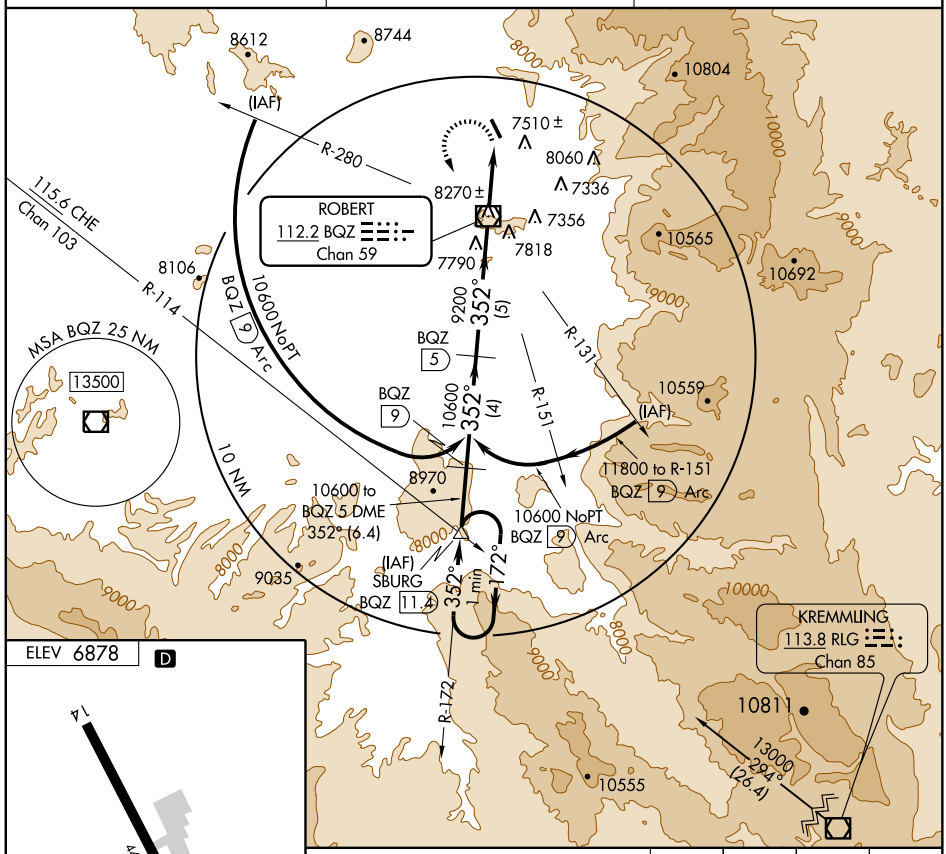
VOR/DME-C

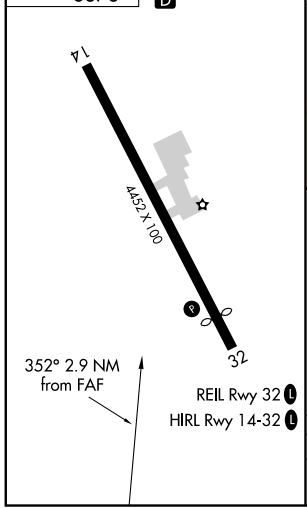
STEAMBOAT SPRINGS/ BOB ADAMS FIELD (SBS)

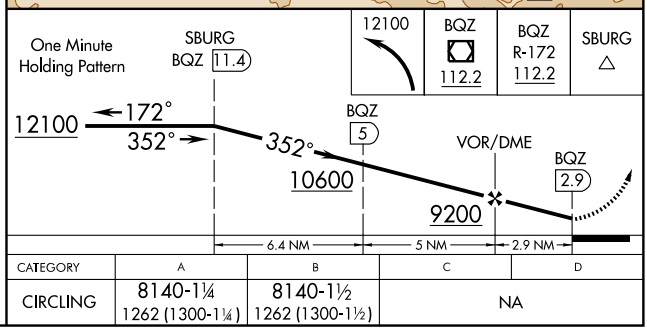
T NA Obtain local altimeter setting on CTAF; when not received, procedure not authorized.
Procedure not authorized at night.
Circling not authorized northeast of Rwys 14 and 32.

MISSED APPROACH: Climbing left turn to 12100 direct BQZ VOR/DME then via BQZ VOR/DME R-172 to SBURG Int and hold.

AWOS-3	DENVER CENTER	UNICOM
118.325	120.475 235.975	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	8140-1¼ 1262 (1300-1¼)	8140-1½ 1262 (1300-1½)	NA	

APP CRS	Rwy ldg	4708
332°	TDZE	4033
	Apt Elev	4038

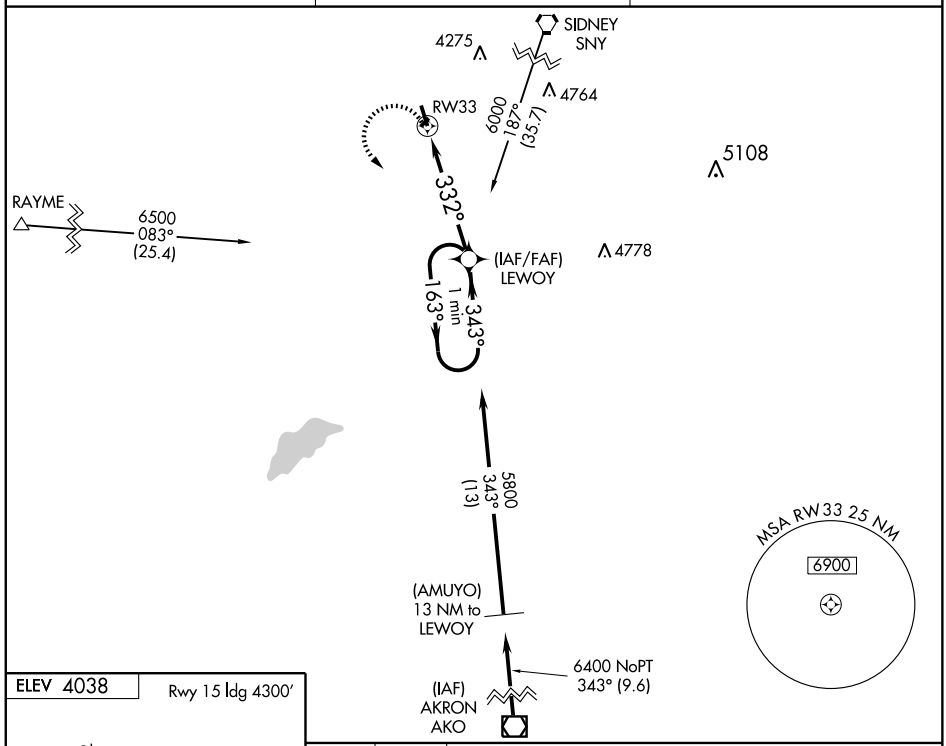
GPS RWY 33
STERLING MUNI (STK)

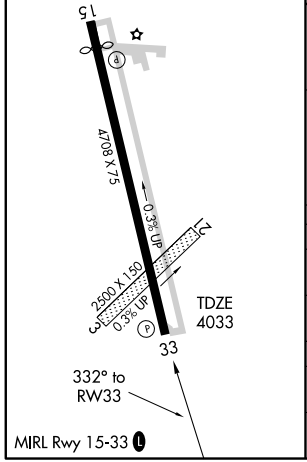
Obtain local altimeter setting on CTAF; when not received, use Akron-Washington County altimeter setting.

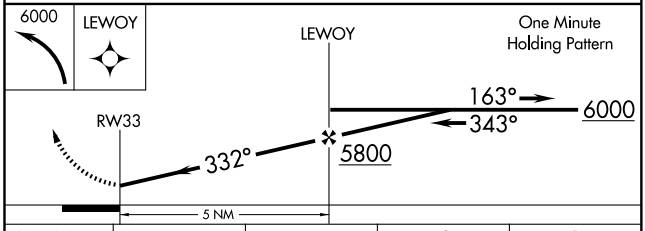
NA

MISSED APPROACH: Climbing left turn to 6000 direct LEWOY WP and hold.

AWOS-3	DENVER CENTER	UNICOM
118.525	118.475 225.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-33	4460-1 427 (500-1)		4460-1¼ 427 (500-1¼)	4460-1½ 427 (500-1½)
CIRCLING	4520-1 482 (500-1)	4540-1 502 (600-1)	4580-1½ 542 (600-1½)	4600-2 562 (600-2)
AKRON-WASHINGTON COUNTY ALTIMETER SETTING MINIMUMS				
S-33	4620-1 587 (600-1)		4620-1½ 587 (600-1½)	4620-1¾ 587 (600-1¾)
CIRCLING	4680-1 642 (700-1)	4700-1 662 (700-1)	4740-2 702 (800-2)	4760-2¼ 722 (800-2¼)

SW-1, 14 JAN 2010 to 11 FEB 2010

NDB BAJ	APP CRS	Rwy ldg	4708
392	332°	TDZE	4033
		Apt Elev	4038

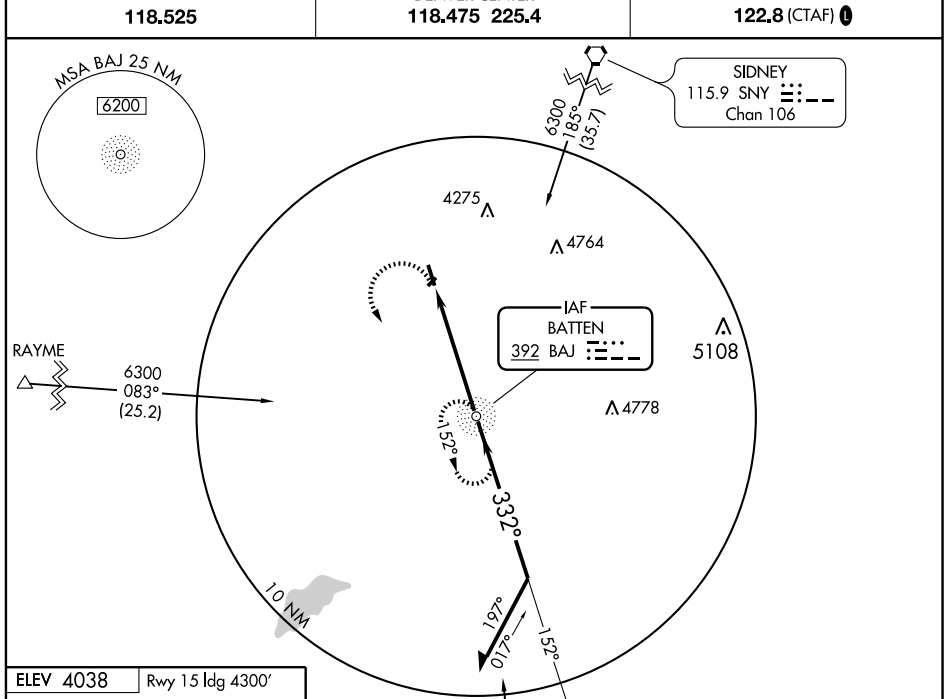
NDB RWY 33
STERLING MUNI (STK)

NA

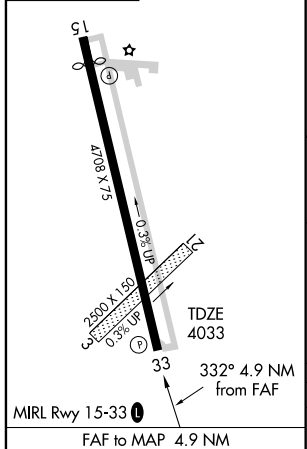
Obtain local altimeter setting on UNICOM 122.8 MHz. When not available: 1. Use Akron, CO altimeter setting. 2. Increase all MDAs 100 feet. Approach not authorized when Sterling, CO or Akron, CO altimeter setting not available.

MISSED APPROACH: Climbing left turn to 6000 direct to BAJ NDB and hold.

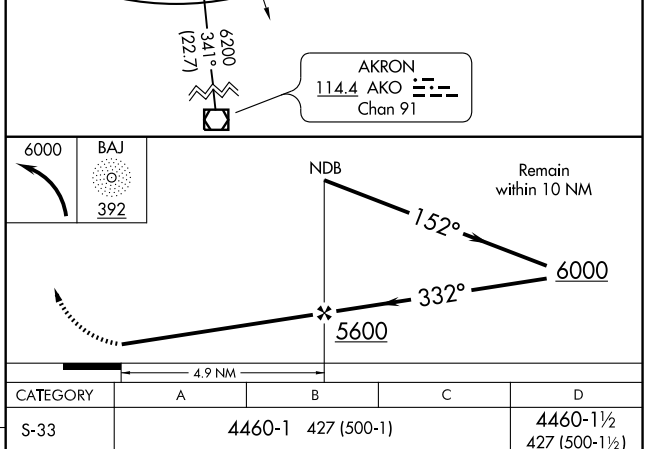
AWOS-3	DENVER CENTER	UNICOM
118.525	118.475 225.4	122.8 (CTAF) L



ELEV 4038 | Rwy 15 ldg 4300′



FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-33	4460-1 427 (500-1)			4460-1½ 427 (500-1½)
CIRCLING	4460-1 423 (500-1)	4500-1 463 (500-1)	4500-1½ 463 (500-1½)	4600-2 563 (600-2)

APP CRS	Rwy ldg	6870
093°	TDZE	9061
	Apt Elev	9078

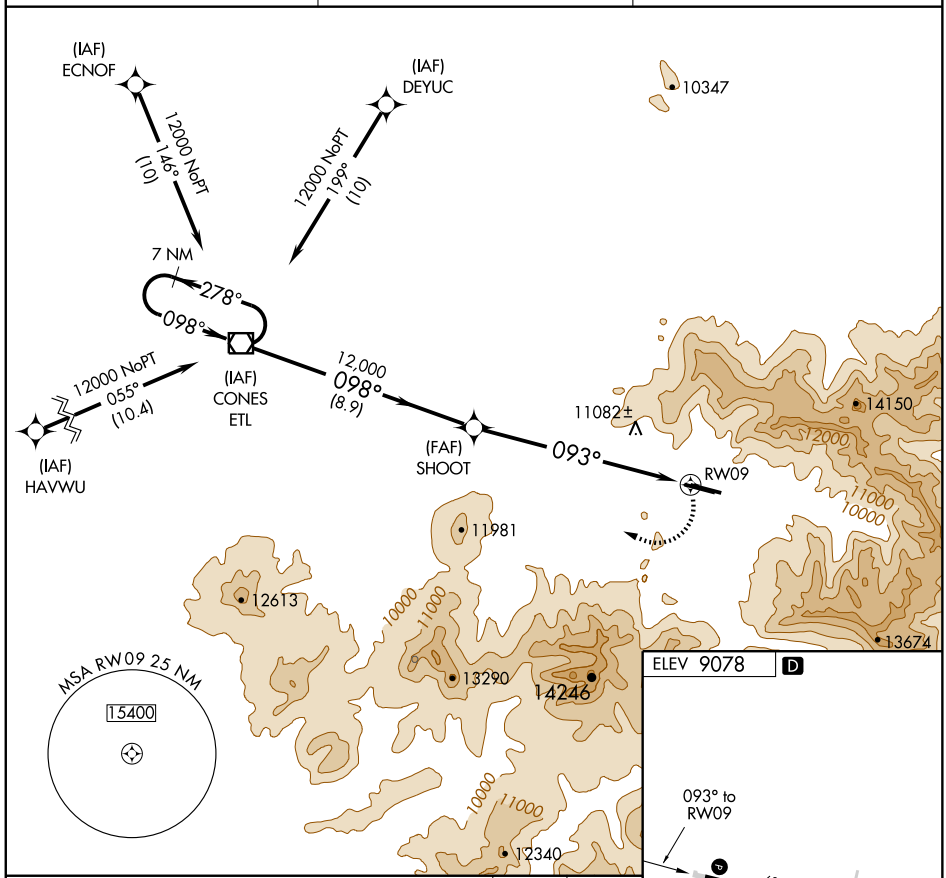
GPS RWY 9
TELLURIDE RGNL (TEX)

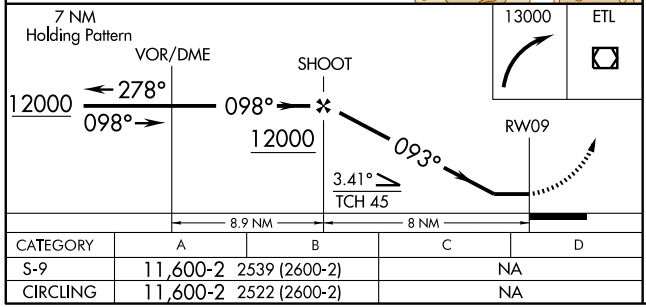
Procedure not authorized at night.
Circling not authorized north of Rwy 9-27.

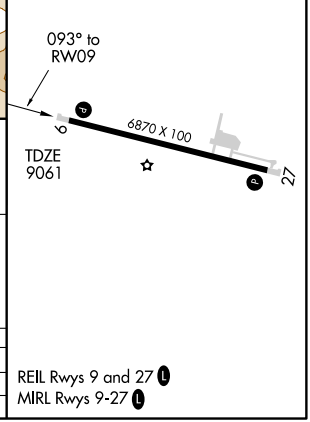
NA

MISSED APPROACH: Climbing right turn to 13,000 direct ETL VOR/DME and hold.

AWOS-3	DENVER CENTER	UNICOM
118.325	125.35 354.05	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-9	11,600-2	2539 (2600-2)	NA	
CIRCLING	11,600-2	2522 (2600-2)	NA	

REIL Rwys 9 and 27 L
MIRL Rwys 9-27 L

SW-1, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-TEX	APP CRS	Rwy ldg	6870
109.3	090°	TDZE	9037
Chan 30		Apt Elev	9070

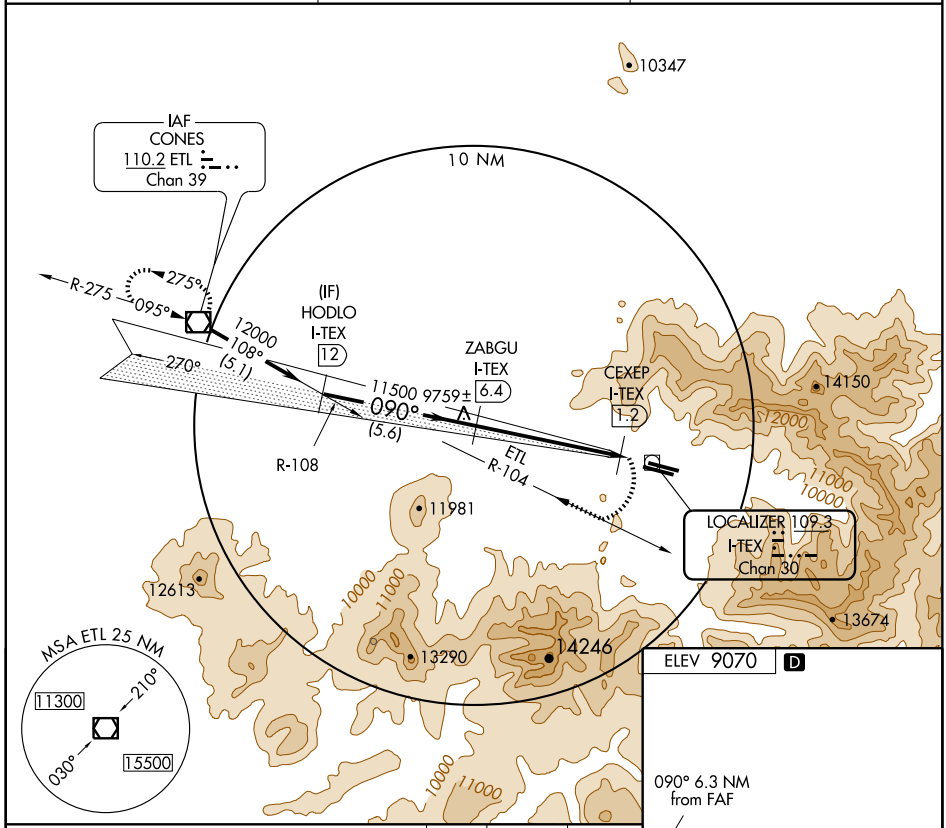
LOC/DME RWY 9

TELLURIDE RGNL (TEX)

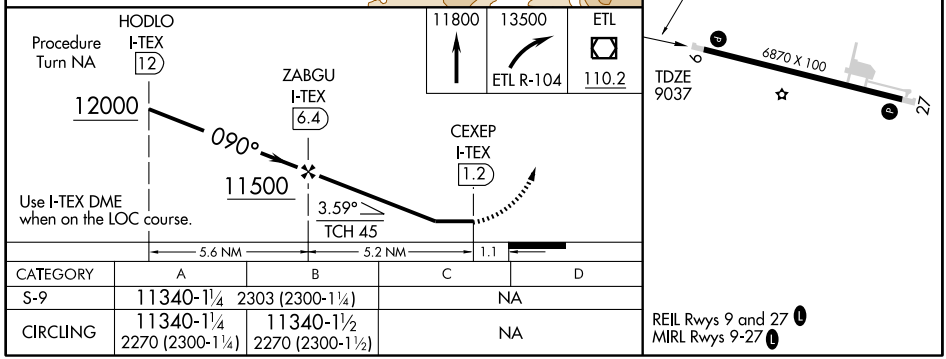
Circling NA north of Rwy 9-27.
Procedure NA at night.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 11800 then climbing right turn to 13500 via ETL VOR/DME R-104 to ETL VOR/DME and hold.

AWOS-3	DENVER CENTER	UNICOM
118.325	125.35 354.05	123.0 (CTAF) L



ELEV 9070 D



CATEGORY	A	B	C	D
S-9	11340-1¼ 2303 (2300-1¼)		NA	
CIRCLING	11340-1¼ 2270 (2300-1¼)	11340-1½ 2270 (2300-1½)	NA	

REIL Rwys 9 and 27 L
MIRL Rwys 9-27 L

SW-1, 14 JAN 2010 to 11 FEB 2010

VOR/DME ETL 110.2 Chan 39	APP CRS 095°	Rwy ldg N/A TDZE N/A Apt Elev 9078

VOR/DME or GPS-A

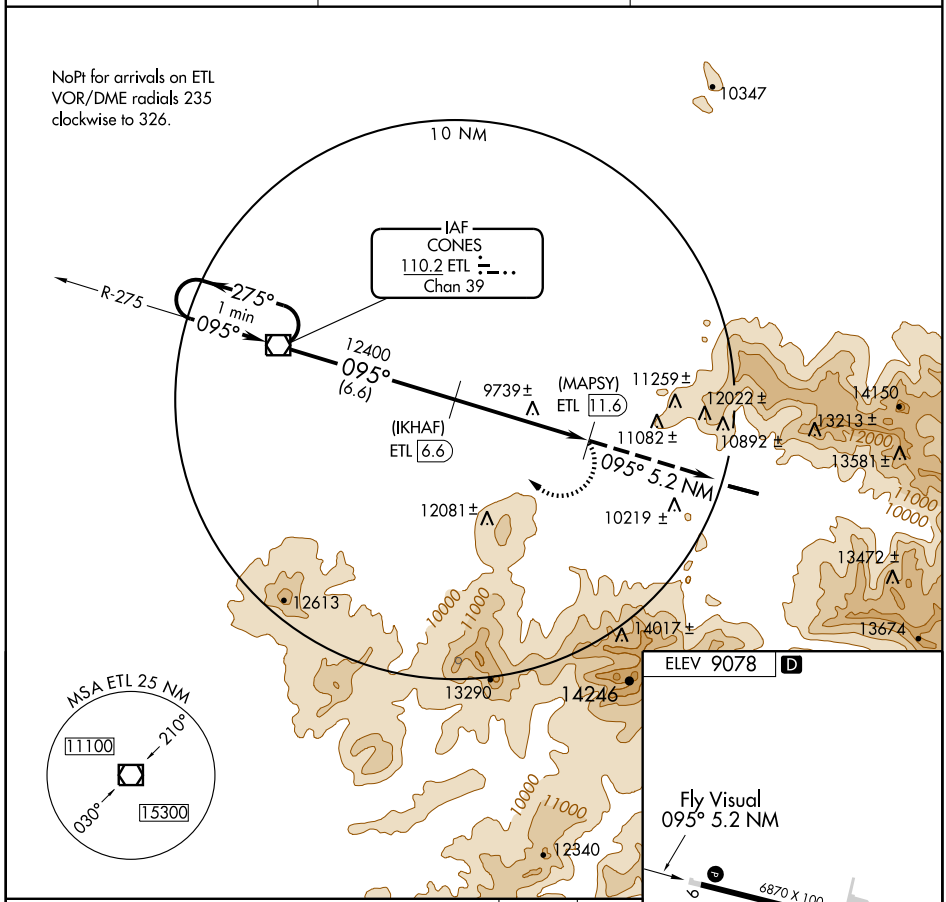
TELLURIDE RGNL (TEX)

Obtain local altimeter setting on CTAF; if not received procedure not authorized. Procedure not authorized at night. Circling not authorized north of runway 9-27.

NA

MISSED APPROACH: Immediate climbing right turn to 14,000 via ETL R-095 to ETL VOR/DME and hold.

AWOS-3	DENVER CENTER	UNICOM
118.325	125.35 354.05	123.0 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	12380-6 3294 (3300-6)		NA	

REIL Rwys 9 and 27 L
MIRL Rwys 9-27 L

SW-1, 14 JAN 2010 to 11 FEB 2010

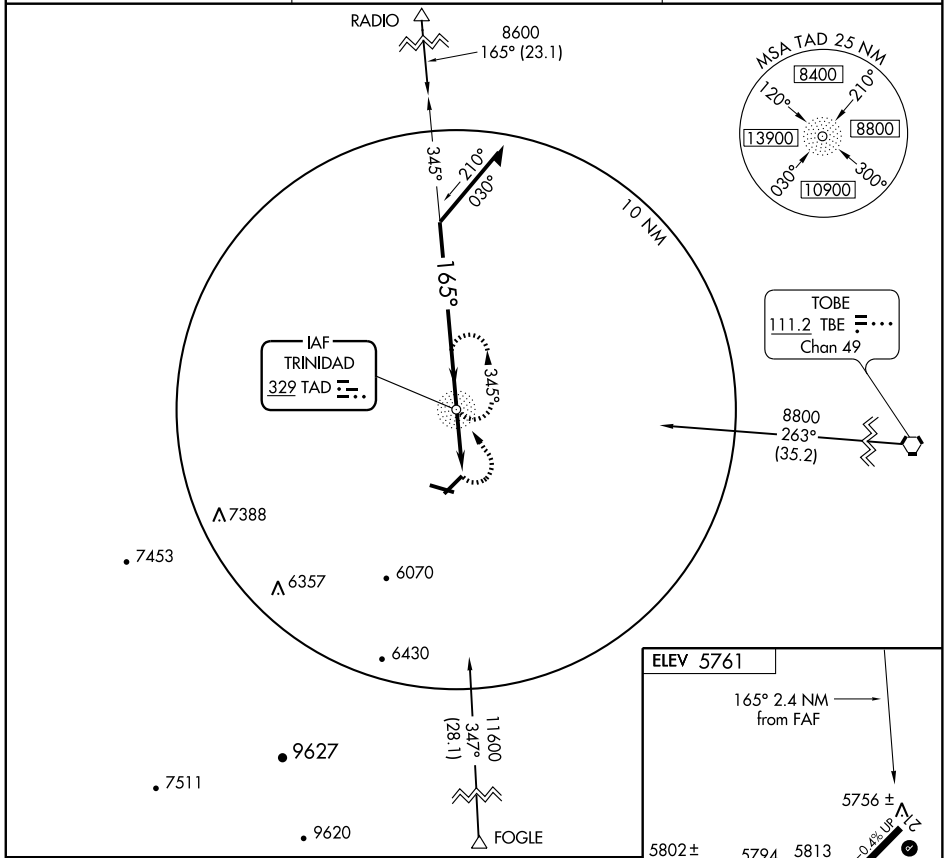
NDB TAD 329	APP CRS 165°	Rwy ldg N/A TDZE N/A Apt Elev 5761

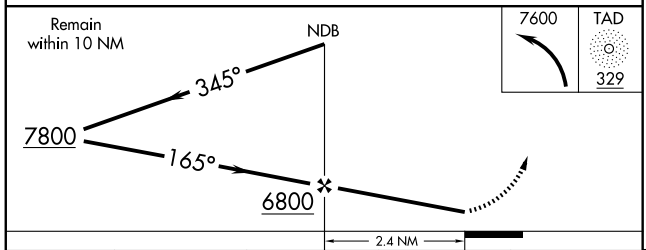
NDB-A

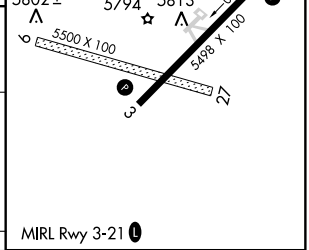
TRINIDAD/PERRY STOKES (TAD)

MISSED APPROACH: Climbing left turn to 7600 direct TAD NDB and hold.

ASOS	DENVER CENTER	UNICOM
119.025	128.375 379.95	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	6200-1 439 (500-1)	6220-1 459 (500-1)	6220-1½ 459 (500-1½)	6360-2 599 (600-2)

FAF to MAP 2.4 NM					
Knots	60	90	120	150	180
Min:Sec	2:24	1:36	1:12	0:58	0:48

SW-1. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	N/A
166°	TDZE	N/A
	Apt Elev	5761

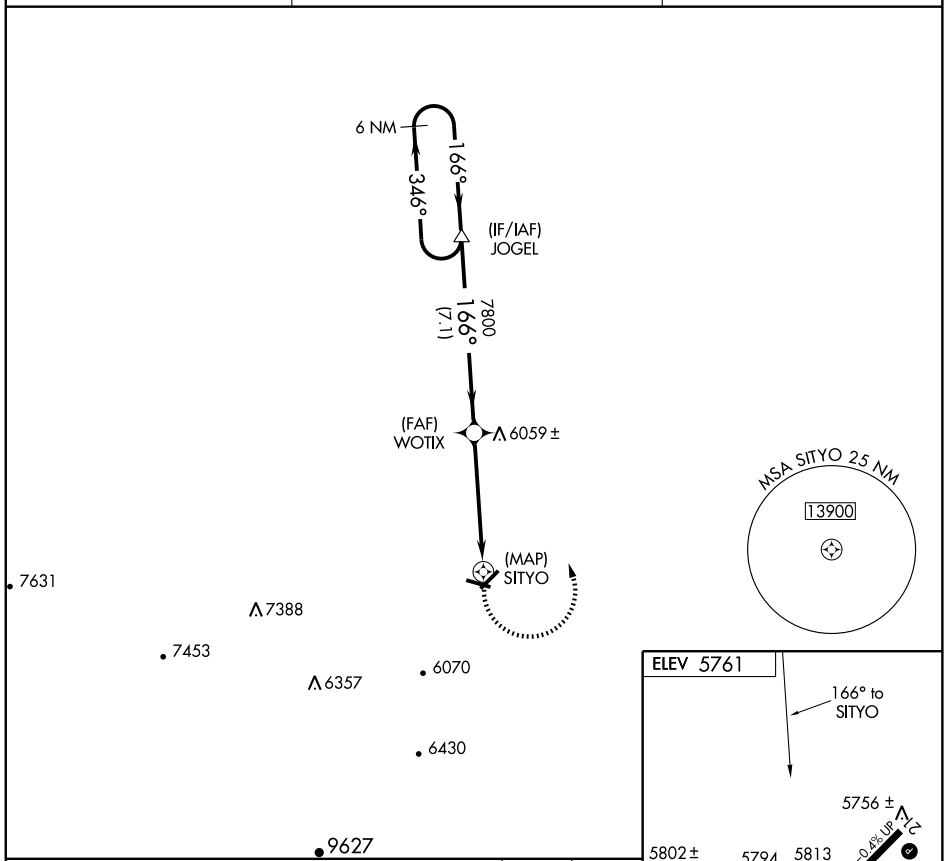
RNAV (GPS)-B
TRINIDAD/PERRY STOKES (TAD)

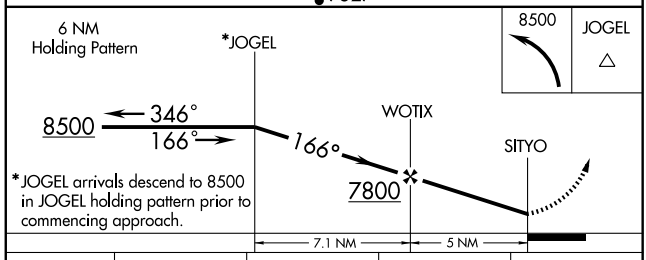
NA

DME/DME RNP- 0.3 NA.

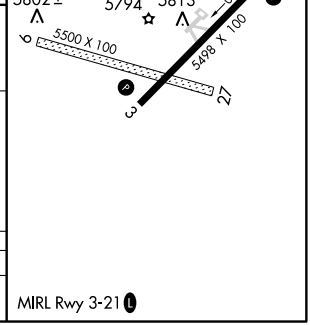
MISSED APPROACH: Climbing left turn to 8500 direct JOGEL WP and hold.

ASOS	DENVER CENTER	UNICOM
119.025	128.375 379.95	122.8 (CTAF) L





*JOGEL arrivals descend to 8500 in JOGEL holding pattern prior to commencing approach.



MIRL Rwy 3-21 L

CATEGORY	A	B	C	D
CIRCLING	6300-1 539 (600-1)		6300-1½ 539 (600-1½)	6360-2 599 (600-2)

APP CRS	Rwy ldg	5498
035°	TDZE	5756
	Apt Elev	5761

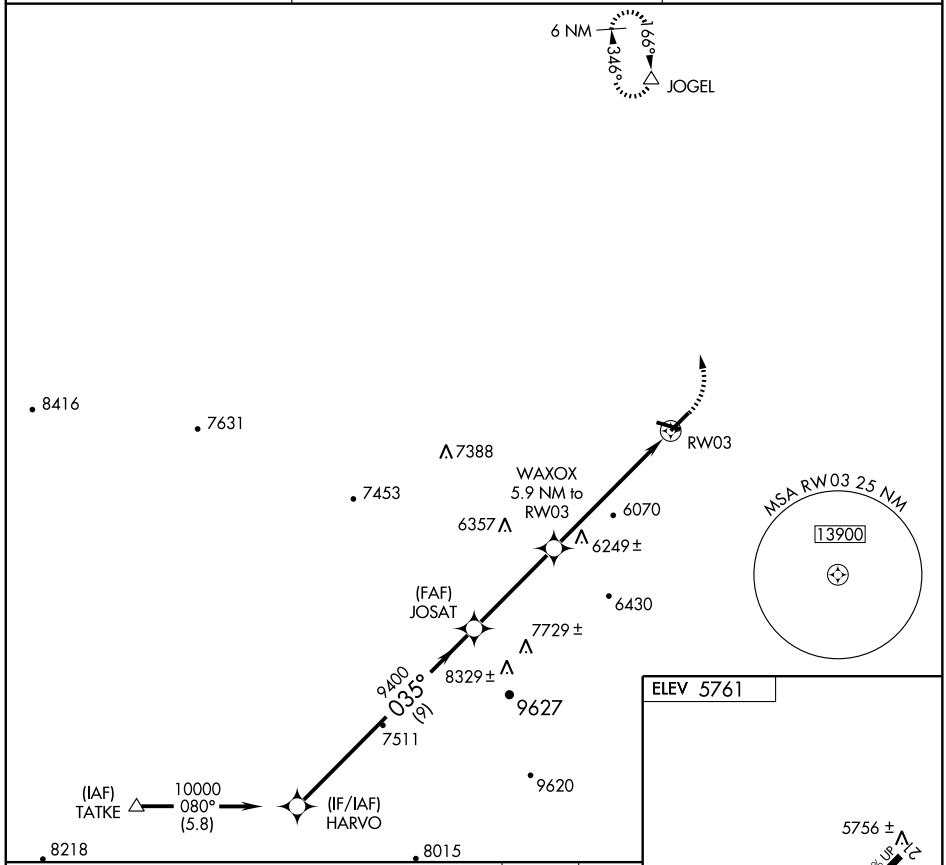
RNAV (GPS) RWY 3
TRINIDAD/ PERRY STOKES (TAD)

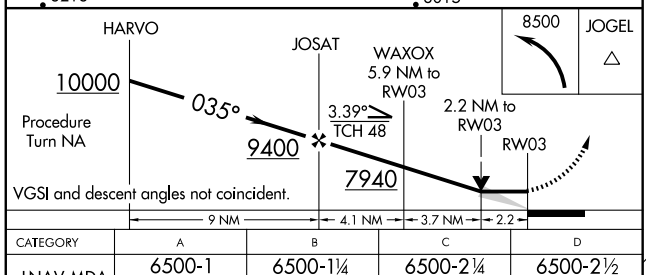
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

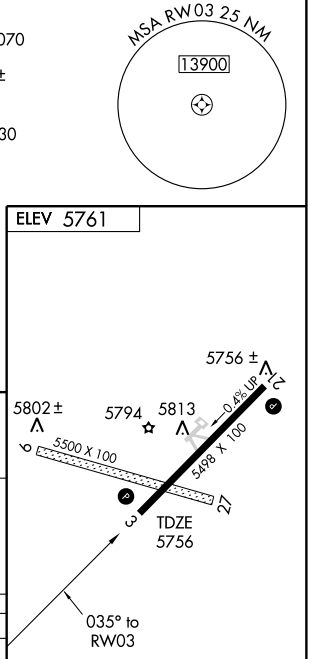
NA

MISSED APPROACH: Climbing left turn to 8500 direct JOGEL WP and hold.

ASOS	DENVER CENTER	UNICOM
119.025	128.375 379.95	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	6500-1 744 (800-1)	6500-1¼ 744 (800-1¼)	6500-2¼ 744 (800-2¼)	6500-2½ 744 (800-2½)
CIRCLING	6500-1 739 (800-1)	6500-1¼ 739 (800-1¼)	6500-2¼ 739 (800-2¼)	6500-2½ 739 (800-2½)

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WALDEN, COLORADO

AL-10349 (FAA)

APP CRS	Rwy ldg	N/A
152°	TDZE	N/A
	Apt Elev	8153

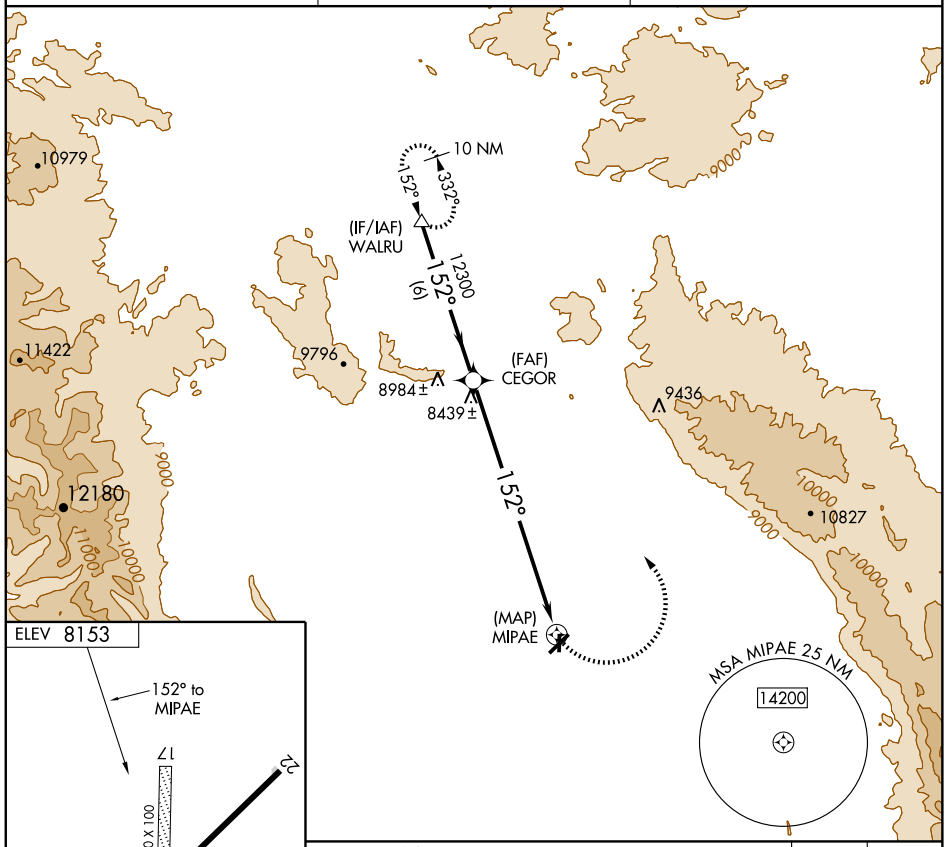
RNAV (GPS)-A

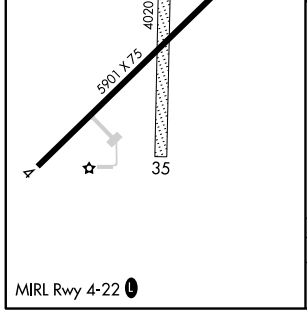
WALDEN-JACKSON COUNTY (33V)

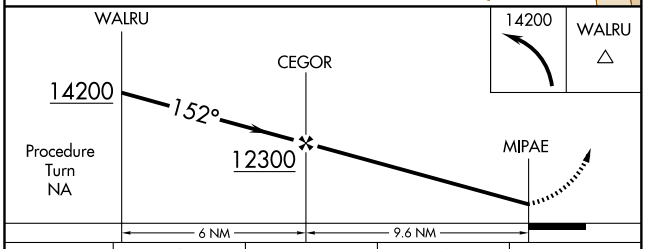
When local altimeter setting not received, procedure NA.
Circling NA southeast of Rwy 4-22.
Circling to Rwy 17 and 35 NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 14200 direct WALRU and hold, continue climb-in-hold to 14200.

AWOS-3	DENVER CENTER	CTAF
118.625	126.5 371.85	122.9 L







CATEGORY	A	B	C	D
CIRCLING	8880-1 727 (800-1)		8880-2 727 (800-2)	NA

MIRL Rwy 4-22 L

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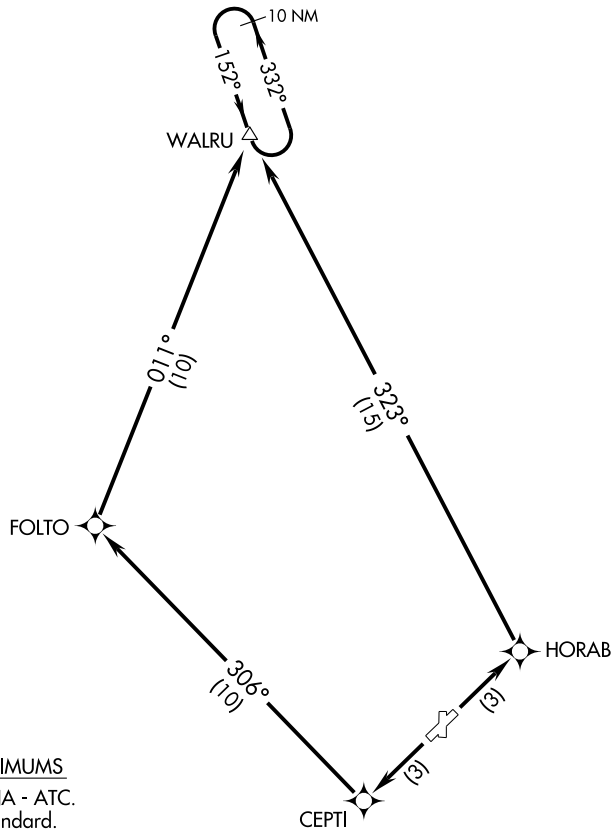
WALRU ONE DEPARTURE (RNAV) (OBSTACLE)

WALDEN-JACKSON COUNTY (33V)
WALDEN, COLORADO

AWOS-3
118.625
DENVER CENTER
126.5 371.85
CTAF 122.9



TAKE-OFF MINIMUMS

Rwy 17, 35: NA - ATC.
Rwy 4, 22: Standard.

NOTE: Rwy 22: Pole, 570′ from DER, 339′ right of centerline, 58′ AGL/8174′ MSL.

NOTE: GPS Required.

NOTE: RNAV 1

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4: Climb to 14200 direct HORAB, then via 323° track to WALRU, thence....

TAKE-OFF RUNWAY 22: Climb to 14200 direct CEPTI, then via 306° track to FOLTO, then via 011° track to WALRU, thence....

....continue climb in WALRU holding pattern until at or above MEA before proceeding on course.

APP CRS	Rwy ldg	5400
172°	TDZE	3677
	Apt Elev	3677

RNAV (GPS) RWY 17
WRAY MUNI (2V5)

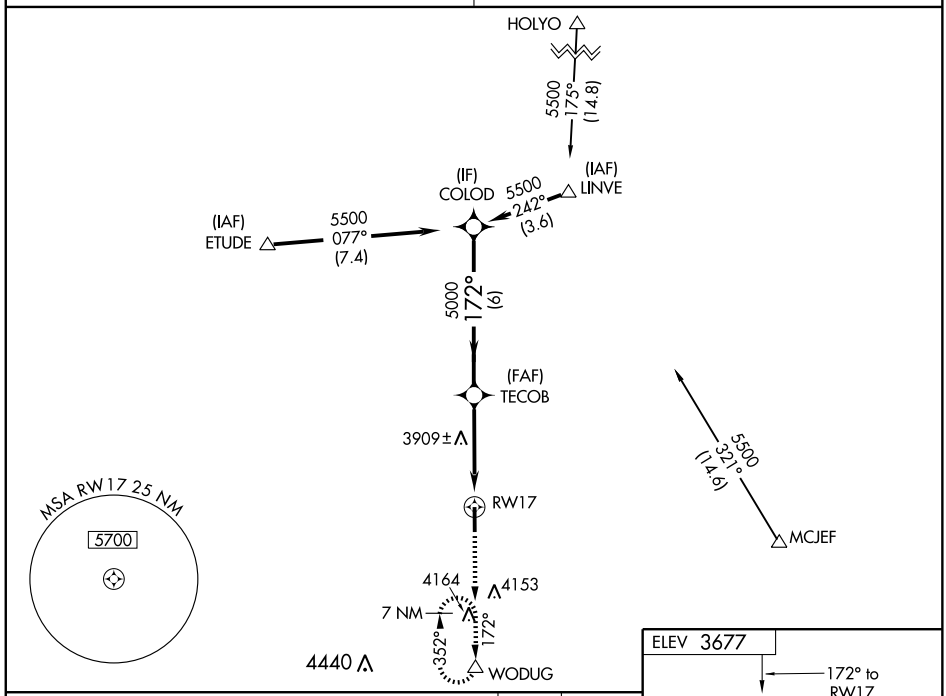
T
A NA

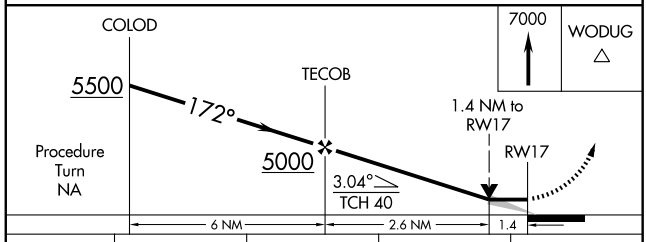
DME/DME RNP -0.3 NA.
Obtain local altimeter setting on CTAF, when not received use Imperial, NE altimeter setting.
VDP NA when using Imperial altimeter setting.

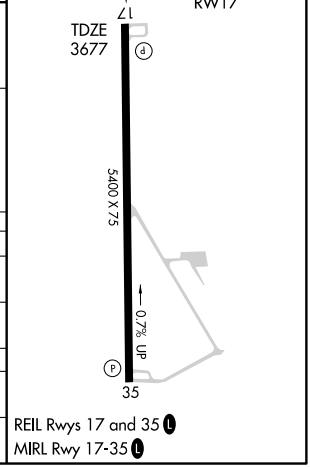
MISSED APPROACH: Climb to 7000 direct WODUG and hold, continue climb-in-hold to 7000.

DENVER CENTER
132.7 397.85

UNICOM
122.8 (CTAF) L







REIL Rwys 17 and 35 L
MIRL Rwy 17-35 L

CATEGORY	A	B	C	D
LNAV MDA	4160-1 483 (500-1)		4160-1¼ 483 (500-1¼)	4160-1½ 483 (500-1½)
CIRCLING	4160-1 483 (500-1)		4160-1½ 483 (500-1½)	4240-2 563 (600-2)
IMPERIAL ALTIMETER SETTING MINIMUMS				
LNAV MDA	4320-1 643 (700-1)		4320-1¾ 643 (700-1¾)	4320-2 643 (700-2)
CIRCLING	4320-1 643 (700-1)		4320-1¾ 643 (700-1¾)	4360-2¼ 683 (700-2¼)

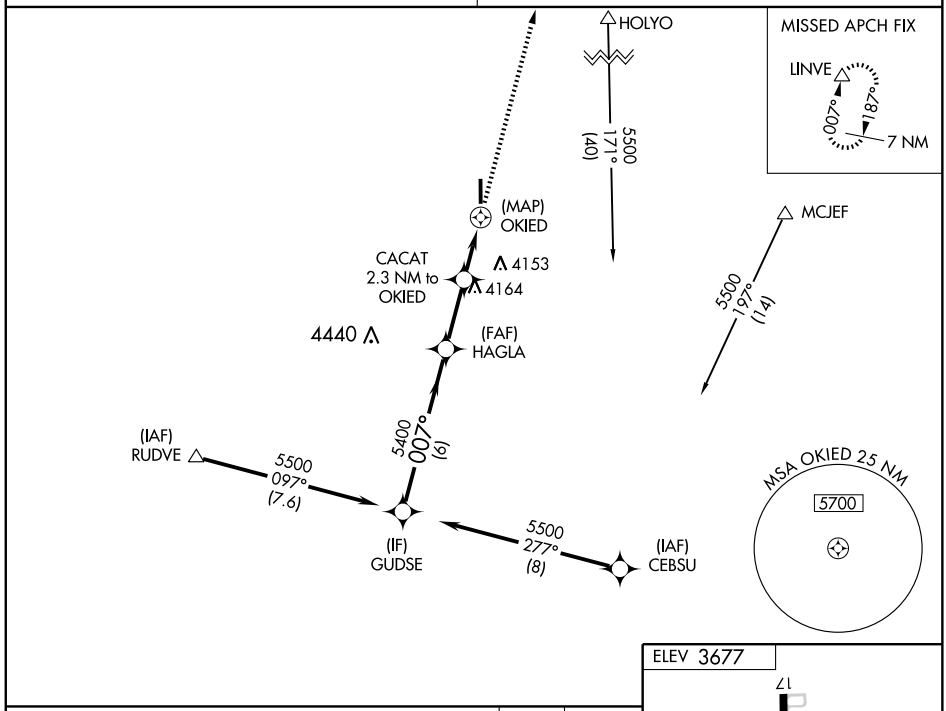
APP CRS	Rwy ldg	5400
007°	TDZE	3653
	Apt Elev	3677

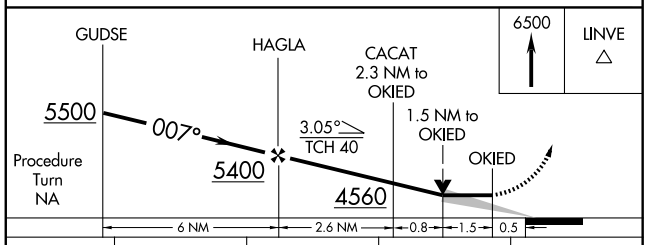
RNAV (GPS) RWY 35
WRAY MUNI (2V5)

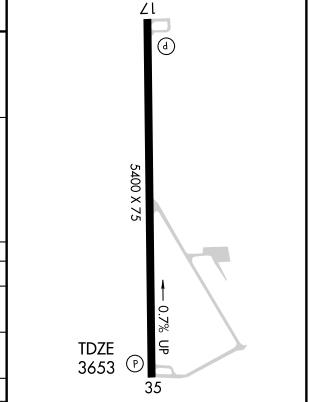
DME/DME RNP -0.3 NA. Obtain local altimeter setting on CTAF, when not received use Imperial, NE altimeter setting. VDP NA when using Imperial altmeter setting.

MISSED APPROACH: Climb to 6500 direct LINVE and hold.

DENVER CENTER	UNICOM
132.7 397.85	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	4320-1 667 (700-1)		4320-1¾ 667 (700-1¾)	4320-2 667 (700-2)
CIRCLING	4320-1 643 (700-1)		4320-1¾ 643 (700-1¾)	4320-2 643 (700-2)
IMPERIAL ALTIMETER SETTING MINIMUMS				
LNAV MDA	4460-1 807 (800-1)	4460-1¼ 807 (800-1¼)	4460-2¼ 807 (800-2¼)	4460-2½ 807 (800-2½)
CIRCLING	4460-1 783 (800-1)	4460-1¼ 783 (800-1¼)	4460-2¼ 783 (800-2¼)	4460-2½ 783 (800-2½)

REIL Rwys 17 and 35 L
MIRL Rwy 17-35 L

SW-1, 14 JAN 2010 to 11 FEB 2010